

Prices and Prospects.

SPOT COKE AVAILABLE ONLY IN PITTSBURG & LAKE ERIE CARS

Offerings Taken Quickly With
Demand Continuing
Insistent.

FURNACES DOING BETTER

Three Months or Six Weeks Ago, But
Still Held Down By Light Shipments
of Iron and Steel; Behind on Deliv-
eries; the Coal Situation is Easier.

Special to The Weekly Courier.

PITTSBURG, March 13.—Reports from coke shippers this week are the most encouraging yet received. The Monongahela railroad had an 80 per cent supply on Monday, with 70 per cent yesterday and indications that the week's average would run well above 60 per cent, which compares with an average of 38 per cent last week. It is true the major portion of the car supplies are Pittsburgh & Lake Erie, Pennsylvania cars still being very scarce, but at any rate there is evidence of substantial progress being made.

For some time past the open market has been scarcely any spot coke offered, except loaded in Pittsburgh & Lake Erie equipment, which after all can reach only a small portion of the furnaces as the cars are not allowed to go off the line. The offerings have been rather readily absorbed, while there continues to be an insistent and unsatisfied call for Pennsylvania cars. Thus the market remains a very narrow one in the matter of spot coke.

In contract coke there are practically no negotiations. Many contracts are in force, and in the past few weeks the shipments against these contracts have been under the requirements, so that there is room for a considerable increase in the weekly shipments before much coke is offered in the open market. Nearly all the current contracts expire June 30, but it is not expected that there will be much open market buying, it being understood that in the majority of cases the contracts will simply be renewed, and at once at the government price. In most cases, this will mean a reduction, although there are some contracts in operation at below the set figure. It is generally accepted that there is no prospect of the Fuel Administration revising prices upon Connellsville coke. The market is quotable at the set prices as follows:

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville region (often called the Elkhart and sometimes the Massena district) to principal points for shipment are as follows, per net ton of 2,000 pounds, effective Jan. 15, 1917.

Destination.	Rate.
Baltimore	\$1.36
Buffalo	1.39
Chicago	1.46
Cleveland	1.75
Columbus	1.80
Detroit	1.85
E. St. Louis	1.90
Elkhart	1.85
Joliet	1.85
Louisville	1.85
Milwaukee	1.85
New York	1.90
Philadelphia	1.90
Pittsburg	1.90
Port Henry, N. Y.	1.90
Reading	1.90
Richmond, Va. (B. & O.)	1.90
Richmond, Va. (F. & P. R.)	1.90
South Bethlehem	1.90
Swansea, Pa.	1.90
Toledo, O.	1.90
Wheeling	1.90
Valley Point	1.90

For Export:

From Connellsville District:	Rate.
Philadelphia (P. & B. R. via sea)	\$1.36
Baltimore (F. & P. R. via sea)	1.55
From Lake Erie District: <th>Rate.</th>	Rate.
Philadelphia (P. & B. R. via sea)	1.75
Baltimore (F. & P. R. via sea)	1.75

PIG IRON PRODUCTION HEAVIER AS RESULT OF BETTER COKE MOVEMENT

Steel Accumulating at Mills, Car Supply Increasing But Slowly Despite Continued Favorable Weather.

Special to The Weekly Courier.

NEW YORK, March 13.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

Production of steel ingots in February was at the rate of 33,500,000 gross tons a year, showing a gain of about 20 per cent over the average rate in January. Ingot production is now at the rate of between 35,000,000 and 36,000,000 tons, while capacity is at least 47,000,000 tons. The increase is due to heavier pig iron production resulting from a somewhat better coke movement.

Shipments of finished steel have increased, but are not altogether in keeping with the rate of ingot production, and some steel is accumulating at mills. Yards and warehouses at mills are in most cases crowded with material, and there is also some accumulation of ingots. Car supplies for shipping finished steel have been increasing very slowly, and much more slowly than would have been expected seeing that the railroads have now had five weeks of very favorable weather. Service to the steel industry, however, has been hampered by the necessity of moving such large quantities of foodstuffs to seaboard. Reports are that the heaviest of this movement is accomplished and that by the end of the week a number of box cars will be restored to the steel industry, being required particularly for the shipments of sheets and tin plates.

The bi-monthly wage settlements covering shipments in January and February showed sheets at \$3.50 against \$3.50 on the previous settlement, and tin plate at \$3.50 against \$3.50 at the previous settlement. Bar iron on the other hand went up from \$3.50 to \$3.60. This left it \$3 a ton below the government price, while shipments of sheets and tin plates have averaged above the government price.

The common opinion is that the War Industries Board will decree a continuance of the present set prices for iron and steel products after March 31, but there is some doubt. The possibility of competitive conditions developing in some products, with an open market resulting, is being canvassed in some quarters, but this is considered possible only in case approximately full production is attained.

FRICK SALE

To Be Closed April 12, Date Set by Referee in Bankruptcy Carroll.

April 12 has been fixed by Referee J. G. Carroll as the date for a hearing at which the lien-creditors of J. V. Thompson may participate in the proposed sale of Greene county coal lands to the H. C. Frick Coke company.

The deferred date becomes necessary because of the directions of the United States District court that personal service must be had upon the 78 mortgage holders and 1,650 judgment holders, who must relinquish their claims in order that the sale may be completed. It is said these holders are scattered in ten states and abroad.

Loss in Iron Production.

Pig iron production in February was 3,216,545 tons, against 2,403,227 tons in January, a loss of 86,823 tons.

Review of the Connellsville Coke Trade.

Statistical Summary.

DISTRICT.	WEEK ENDING MARCH 9, 1918.				WEEK ENDING MARCH 2, 1918.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	18,919	17,001	2,018	174,446	18,919	17,901	2,018	183,770
Lower Connellsville	17,669	16,011	2,298	139,763	17,669	16,820	2,140	127,058
Totals	36,588	33,012	4,316	314,209	36,588	34,721	4,158	310,828

FURNACE OVENS.	WEEK ENDING MARCH 9, 1918.				WEEK ENDING MARCH 2, 1918.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	16,842	15,283	1,559	143,990	16,842	15,283	1,559	130,821
Lower Connellsville	5,826	4,533	973	42,240	5,826	4,533	973	38,491
Totals	22,668	20,115	2,532	186,230	22,668	20,115	2,532	169,312

MERCHANT OVENS.	WEEK ENDING MARCH 9, 1918.				WEEK ENDING MARCH 2, 1918.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,077	2,639	438	30,743	3,077	2,639	438	27,049
Lower Connellsville	11,343	10,519	1,326	97,423	11,343	10,476	1,167	88,567
Totals	14,420	13,157	1,764	128,166	14,420	13,115	1,605	115,616

SHIPMENTS.	WEEK ENDING MARCH 9, 1918.				WEEK ENDING MARCH 2, 1918.			
	Cars.	In.	Out.	Tons.	Cars.	In.	Out.	Tons.
To Pittsburgh	3,975	Cars.	112,014	Tons.	3,903	Cars.	108,967	Tons.
To Points West of Pittsburgh	4,193	Cars.	129,755	Tons.	3,758	Cars.	137,225	Tons.
To Points East of the Region	1,417	Cars.	50,720	Tons.	1,358	Cars.	47,742	Tons.
Totals	9,585	Cars.	292,489	Tons.	8,919	Cars.	293,934	Tons.
By River			2,200	Tons.			5,300	Tons.
TOTAL			334,584	Tons.			337,234	Tons.

Corresponding Week, 1917			350,170	Tons.			342,720	Tons.
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WHY COAL JOBBERS' COMMISSIONS WERE ORDERED STOPPED

Not to Eliminate Bona Fide Dealers, But to Cut Out the Fictitious.

TOO MUCH "SWAPPING"

Of Coal by Producers Who Agreed to Act as Sales Agents for Each Other; Too Many Jobbing Companies Organized to Collect Commissions.

In explanation of the reasons calling forth the order stopping the payment of commissions to jobbers for the sale of coal, and in answer to the numerous protests that have been filed against the order becoming effective April 1, the Fuel Administration has issued the following statement:

These protests are based upon the false assumption that the revocation of that regulation will drive the jobber out of business.

The Fuel Administration disclaims any intention to eliminate legitimate jobbers from the coal business. It has not only recognized their importance to the conduct of the trade, but has announced its intention to so fix the prices of coal at the mines as to enable the mine operators to compensate the jobbers for their services. The Fuel Administration insists that bona fide jobbers will not be forced out of business by the proposed change. They will simply be compelled to look to the operator for their compensation as they were accustomed to do before the allowance by the Fuel Administration of the margin.

In view of the protests, however, the Fuel Administration has deemed it advisable to make a more detailed statement than it has done heretofore, of the circumstances that impelled it to take the proposed action.

Prior to the entrance of the United States into the war and for nearly three months thereafter, the jobber had always bought from the operator for less than the retailer could buy direct. In other words, the price to the retailer was the same whether he bought direct from the mine, or through the jobber. The so-called jobber's margin was an innovation.

After the Fuel Administration had been organized, and the President had fixed the prices of coal, the practice of allowing the jobber to add his commission to those prices was continued. Under the regulations issued by President Wilson August 23, 1917, a jobber is defined as "a person (or other agency) who purchases and resells coal to coal dealers or to consumers without physically handling it on, over, or through his own vehicle, dock, trestle, or yard."

After several months of operation under the practice of allowing the jobber to add a commission, or margin, to the price of coal at the mine, it developed that this margin was being charged and collected in many ways not contemplated by the Fuel Administration. Agencies which, while technically jobbers, were not such in fact, or were closely affiliated with the operators for whom they acted, collected the jobber's margin which thus became a mere increase in the profit of the operator.

One of the methods by which this profit was obtained by the operator, was the practice of "swapping coal." Two operators would agree to act as jobbers for each other in the sale of their output, each collecting the jobber's margin.

Another practice was that of organizing subsidiary companies, the sole function of which was to act as the ostensible jobbers of the producing companies by which they were owned, and to collect the commission allowed by the Fuel Administration.

The effect of these practices was to add from 15 to 30 cents a ton to the cost of coal to the consumer for serv-

ices that were merely fictitious, and to give operators indulging in such practices a greater profit than that obtained by those of their competitors who employed bona fide jobbers. The business of the bona fide jobber suffered materially by reason of these practices.

Officials of the Fuel Administration felt that a continuance of the commission allowance to jobbers would be tantamount to a tacit consent to the operation of these fictitious jobbers. Effective supervision of the business of individual operators and jobbers, and investigation of their relations could not be undertaken by the Fuel Administration because of the expense and the amount of labor that would have been entailed.

After a thorough investigation of every phase of the situation, which included conferences with representatives of every branch of the coal business, the Fuel Administration decided that the only solution was to recommend to the President the revocation of the regulation allowing the commission or margin to the jobber, and as a substitute the fixing of prices of coal at the mine that will enable the operator to compensate the bona fide jobber for his services.

INDIAN CREEK VALLEY OPERATIONS MAY NOW CHARGE \$3.05 AT MINE

Inclusion in the Somerset District Gives Them Advantage of Revised Price for Their Output.

Coal operators of the Indian Creek Valley are now permitted, under a price revision order of the Fuel Administration issued Tuesday, to charge \$3.05 at the mine for all grades of coal providing they have complied with the conditions of the Washington agreement, and posted notice of their intention to pay the new scale of wages.

The privilege to make the new selling price results from an inclusion of the Indian Creek valley in the Somerset district in which the selling price of coal was revised by Tuesday's order. The output of the Somerset district has been used largely for industrial purposes. It being the policy of the Fuel Administration to stipulate the fuel needed for shipment to industries engaged in the production of war material, the advance in this district is intended to stimulate production as well as to equalize the greater costs of mining this vein coal. The new price at which coal is to be sold is \$2.50 per ton for all grades, to which 45 cents per ton may be added to cover the increase resulting from the wage advance of last fall. The former prices were \$1.75 for slack or screenings, \$2.00 for mine run and \$2.25 for prepared sizes.

GAINS IN WAGES

Of Iron and Steel Workers Have Been Large, Since May, 1916.

The report of the Bureau of Labor Statistics, Department of Labor, shows that the increases in wages of the iron and steel industry have been as follows: In blast furnaces, 52 per cent; in Bessemer converters, 58 per cent; in open hearth furnaces, 36 per cent; in blooming mills, 35 per cent; in plate mills, 60 per cent; to sheet mills, 96 per cent. In nearly every case the bureau found men working approximately the same number of hours per week as in 1915.

Since the report was compiled there have been additional increases of approximately 16 per cent.

MADE SUPERINTENDENT

Madigan Coal Foreman Is Promoted With Two Companies.

H. J. Williams, foreman for the Madigan Coal company, has been promoted to the position of superintendent of the coal interests of the Madigan Coal company and the Joseph Seissoon Fire Brick company at Layton and Kingston.

Mr. Williams came here about a year ago from Cambria county.

Production and Output.

INCREASED SHIPMENT NOT A GAUGE OF BETTER CONDITIONS

COKE TRADE SUMMARY.

While the coke trade conditions were generally slightly better last week with the possible exception of increased car supply, there was a decided jump in the shipments, both by rail and river, the total having passed the 330,000 tons mark for the first time since the week ending November 3 last. The gain of 37,350 tons which the records of the week showed do not exactly represent improvement, but rather a continuance of the efforts by the railroads to pick-up stray cars at odd points in the region left over from the recent "clean-up." With the car supply average of the week at 38 per cent on one road and 50-55 on two others, it is plain that the tonnage moved by the incoming empties could not have attained the recorded total.

River shipments made a very substantial gain, indicating that the coal wharves along the river have a car supply moving with as little interruption and as regularly as the barge service which is not subject to congestions and tieups.

The scarcity of Pennsylvania cars continuing steadily in an insistent demand for spot coke, practically none being available except that loaded for Pittsburgh & Lake Erie destinations. The understanding is that they will be renewed, and at the government price, which, in most cases, will mean a reduction.

Although Week's Total Passed 330,000 Tons For First Time Since Nov.

RIVER MOVEMENT GAINS

Indicating What Rail Plants Will Be Able to Do, When Tide of Car Supply Reaches High Point and Relaxes It With Regularity; Signs Are Hopeful.

The increase of 37,350 tons in coke shipments last week, bringing the total above 330,000 for the first time since the week of November 3 last, does not exactly gauge the improvement that resulted from slightly better conditions. Instead it shows continued activity on part of the railroads in picking up belated cars from sidings, yards and junction points and rushing them through to destination. With a car supply running around an average of 38 per cent on one road and 50-55 per cent on two other roads, it was plainly impossible for the tonnage movement handled alone by the cars furnished during the week to have attained the total shown by the scale records. There was somewhat easier conditions all around than during the week ending March 2, but the changes for the better were not so material as to bring about so large an increase in outgoing tonnage as the figure show.

River shipments took a jump from 5,300 to 9,200 tons, a gain of 3,900 tons, which helped to swell the total of the week. This increase rather than the increase of 23,450 tons in the rail shipments was a measure of the degree of recovery which will be possible when a car supply closely approaching 100 per cent becomes available. Hindrances to river navigation have been completely removed and with a barge service that is not subject to the congestions and tieups incident to rail traffic, those plants having river loading facilities are now in position to make maximum shipments. Plants depending upon rail shipments exclusively will not be as favorably positioned as their river brethren under the return movement of empties cars gains high tide and retains it with reasonable regularity.

With the possible exception of cars for Pennsylvania railroad destinations this week's supply indicates that the thin edge of the wedge of larger supply has been entered temporarily, perhaps but more probably permanently. On Monday the Lower Connellsville region had an 80 per cent distribution by the Monongahela railroad; Tuesday, 70 per cent; yesterday 30 per cent, and 40 per cent promised for today's loading. The Pennsylvania and the Baltimore & Ohio did a trifle better than each did the preceding week. Last week had its off days for a number of plants, five days having been the running time at a number; lack of cars being the cause of the idleness.

In order to better adapt plant operation to the continued uncertainties of car supply, and to retain in blast only those ovens which can be changed and drawn on a regular schedule, several plants have blown out a number of ovens. The net reduction in active ovens from this cause last week was 158.

The movement of coke commandeered by the Fuel Administration for an eastern steel enterprise engaged in war munitions manufacture has been going on for several days but not to the extent that has been erroneously reported. Thus far only 3,000 to 4,000 tons have been shipped out under this order. It is going from different sections of the region, hence is resulting in comparatively no disturbance to shipments on contract requirements to other destinations.

The rail shipments for the week ending Saturday, March 9, aggregated 8,665 cars carrying 325,334 tons distributed as follows:

Destinations. Cars. Tons.
Pittsburgh District 2,076 112,014
West of Pittsburgh 4,193 129,755
East of Connellsville 1,417 50,720

The river shipments of 9,200 tons raised the Pittsburgh consignments to 119,214 tons and western consignments to 164,550 and the aggregate outgoing tonnage of the week to 324,584 tons. The gain to Pittsburgh was 27,350 tons; to western points, 26,425 tons and to eastern, 4,978 tons, the latter representing the tonnage going east under the Fuel Administration's orders.

Production keeps edging toward the normal rate prevailing before the region was placed under the winter embargo, restricted car supply still being the limitation. Last week's estimated tonnage was 314,409 tons, the largest since the last week of November, 1917, and a gain of 25,581 tons over the preceding week which very probably represents the gain in shipments after excluding from the total the "picked-up" cars which were in storage at odd points throughout the region.

To Work Abandoned Mines.

The H. C. Frick Coke company, which last month received several bids for the abandoned mines in the Morgan valley, has notified all bidders that the company has decided to withdraw its offer of sale and work the mines itself.

STEADY IMPROVEMENT IN CONDITIONS AT BY-PRODUCT COKE PLANTS

Production Rose From 77 to 79.9 Per Cent of Productive Capacity During the Week of March 2.

Steady improvement in operating conditions at by-product coke plants was reported during the week of March 2, by the United States Geological Survey. For all plants reporting the ratio of tonnage produced to maximum capacity rose from 77.0 per cent to 79.9 per cent. The improvement was affected by a reduction in loss due to lack of coal, the tonnage lost for that cause amounted to 14.4 per cent of maximum capacity. Only one plant reported labor trouble, and its loss on that account was small.

Alabama and New Jersey were the only states in which production declined appreciably. An increase in losses due to no coal caused the ratio of tonnage produced to full-time capacity in the former state to drop from 84.3 per cent to 74.4 per cent. Conditions in Massachusetts and Minnesota underwent no change. In all other states, particularly in the Middle West, operating conditions improved. Illinois, which had suffered severely from shortage of by-product coke reported a production of 84.2 per cent of capacity. The output in Indiana thought still restricted by inadequate transportation, continued to increase. Production in Maryland was 97.3 per cent of capacity.

FAIR WEATHER

Brought Coal Production Up to Normal During Past Three Weeks.

The weekly report on the production of bituminous coal, compiled by the United States Geological Survey, shows that except for time lost in occasional observances of Washington's Birthday as a holiday, the continued fair weather has permitted three consecutive weeks of normal operation with bituminous production well above 1,800,000 tons per day. Preliminary estimates place the output (including lignite and coal made into coke) at 11,055,000 tons during the week ended March 2. The average production per working day was 1,842,000 tons, as compared with an average of 1,777,000 tons for the past year and 1,753,000 tons in February, 1917.

For the country as a whole, the ratio of tonnage produced to full time capacity fell off slightly during the week of February 23. The decline was largely due to an apparent increase in labor shortage, due to the occasional observance of Washington's Birthday as a holiday.

WEEKLY RECORD

Of the Production and Shipments of Coke in the Connellsville Region.

The weekly record of production and output of the Connellsville and Lower Connellsville regions for 1918 to date is shown in net tons in the following tabulation:

Week.	Prod.	Mer.	Total Ship.
Jan. 5	111,357	58,725	170,082
Jan. 12	114,920	59,717	174,637
Jan. 19	117,553	59,870	177,423
Jan. 26	122,055	59,880	181,935
Feb. 2	126,258	58,370	184,628
Feb. 9	123,059	51,098	174,157
Feb. 16	142,610	58,182	200,792
Feb. 23	156,871	107,378	264,249
Mar. 2	159,332	110,616	269,948
Mar. 9	138,248	128,166	266,414

"Shut-Down" Complaints.

But 424 complaints of non-compliance with Fuel Administrator Garfield's "shut-down" order have been filed.

HOARDING COAL TO BE PREVENTED

By New Regulations Governing Retail Distribution in 1918.

AFFECT ALL CONSUMERS

Who Must Certify to Their Fuel Needs for a Year Ending March 31, 1919; Are Urged to Buy Early so as to Insure Delivery Before Next Winter.

New regulations announced yesterday by the Fuel Administration provide for a systematic plan for the distribution of coal during the year beginning April 1 having for its object the prevention of a shortage during the season of heaviest consumption. The plan will affect every consumer of coal, rigid restrictions being provided to prevent hoarding under penalty of a fine as high as \$5,000 and in flagrant cases two years imprisonment.

All consumers of coal will be requested to certify to a statement giving in detail requirements for the year ending March 31, 1919. There will be every effort made to take care of all legitimate needs.

It is possible that a card system will be introduced in many districts so that the fuel administrators may have a complete tabulation of the needs to which the available supply is to be put.

The Fuel Administration recommends and encourages the purchase and storage of coal and coke for necessary domestic requirements as early as possible in order, first, to insure the delivery of coal and coke for its purpose; and, second, to assist the transportation companies by effecting delivery of as much coal and coke as possible before next winter.

The following general plan has been adopted governing retail distribution for 1918:

Every consumer should be urged on or before April 1, 1918, to place with his regular dealer his order for his reasonable normal requirements for the year ending March 31, 1919. Such orders must be made in writing and must state substantially the information called for in regulations hereinafter set forth.

New consumers who are unable to have their orders accepted by a dealer should apply to the local fuel administrator, who should see that their requirements receive attention from the proper dealer.

Although no reduction in the retail price of bituminous coal to consumers has been made, a sharp reduction in the mine price, has been announced for certain states in the west. A general revision will be completed before April 1. Whether that will mean an increase in the Pittsburgh and West Virginia districts, as operators expect, or a reduction, no information is at present forthcoming.

FACTS OF THE WAR GIVEN IN A CYCLOPEDIA ISSUED BY U. S. GOVERNMENT

A Mass of Information Conveniently Arranged in Alphabetical Order; Useful to Every Citizen.

A "War Cyclopaedia" is the latest special war publication of the government issued through the Committee on Public Information. It is a handbook for ready reference on the great war and contains in some 200 pages a great mass of information arranged in alphabetical order. It is issued in response to an insistent demand from many students, writers, clergymen, lawyers, business men and the public at large for a comprehensive and authoritative facts concerning the war in alphabetical arrangement.

The "War Cyclopaedia" presents a map in color under the caption "Why Germany Wants Peace Now." The map delineates the Pan-German plan as realized by war in Europe and in Asia. The Central Powers have a population of about 186,500,000. The occupied territory in Belgium, Northern France, Poland, Lithuania, Courland, Serbia, Montenegro and Rumania possesses a population of 40,500,000. Hence Germany today controls lands in which live 187,000,000 people. This may make clear the German plans and conquests.

The "War Cyclopaedia" was edited by Frederick L. Paxton, University of Wisconsin; Edwin S. Corwin, Princeton University; and Samuel B. Harding, Indiana University. The editors drawing freely upon the truth and the patriotic good-will of a large number of special writers from all parts of the country. Because of its special value and the high cost of printing a limited price of 25 cents a copy has been fixed by the government to cover the cost of production and distribution. It may be obtained from the Committee on Public Information, 10 Jackson Place, Washington, D. C.

SEED BILL APPROVED

Measure to Aid Farmers is Favorably Voted Upon by House Committee.

The Baer bill to purchase seeds for farmers and mobilize farm labor has been approved by the House Agricultural Committee.

The bill carries an appropriation of \$10,000,000, of which \$7,500,000 is to enable the secretary of agriculture for the 1918 crop to make advances or loans to farmers in spring wheat areas wherever he finds special need for, assistance in purchase of wheat, oats and barley for seed purposes, or where necessary, to procure seed, and sell it to farmers, and \$2,500,000 is for voluntary mobilization and distribution of farm labor for production and harvesting the 1918 crops.

R. & O. FORCE BEATS TRAFFIC MOVEMENT OF PREVIOUS SUNDAY

Total of 1,224 Cars Moved East Out of Local Yards as Compared With 1,010 Week Ago.

The record made Sunday, March 3, on the Baltimore & Ohio railroad, when 1,410 cars were moved east out of the yards here was "smashed to smithereens" Sunday. The new record was established with 1,224 loaded cars going out, a total of 70,061 tons of freight. In addition to the eastern movement, 203 cars went out over the F. M. & P. and 539 west, to Pittsburgh, a total of 1,972 were moved out of the Connellsville yards.

The movement east consisted of 21 double trains over the mountains. It is expected that this record will stand here for some time. Every energy was extended yesterday to break the previous record but a look at the yards today would cause some doubt as to whether the bag number was moved, as incoming freight immediately filled the empty tracks.

Each train which moved out yesterday had a 5,000 engine at the head and a 4,000 at the rear. Every train left the terminal promptly which accounts for the excellent record.

Some rivalry has sprung up between General Foreman, Thomas Nee, and General Foreman, C. A. Cagle, who work alternate Sundays, in getting the power ready for the big movement of freight. On March 3, Mr. Nee was in charge of the power that moved 1,010 cars. Yesterday Mr. Cagle extended every effort to beat the record, to which the heavy movement out of the yards was largely due. It is reported among the railroaders that Mr. Nee took his lunch basket to the brick yards east of Connellsville so that he might count the cars that passed, to be sure that there was no crooked counting to break his record.

Superintendent M. H. Broughton will again be host at a dinner to be given to the various foremen, to celebrate the establishing of a new record. Mr. Broughton was host last week when the record of 1,010 cars was made and he promised to "set up" the "cats" again when the record was broken, not anticipating then that it would be done so quickly.

GOVERNMENT IS IN NEED OF MORE MEN FOR THE RESERVE

Railway Operators, Clerks, Cooks and Others Are Greatly in Demand.

AGE RANGE 20 TO 40 YEARS

County Director Connell Names Enrolling Agents, Among Them F. Baiano of Connellsville; No Quota Announced for County or State.

The War Department has requested the United States Public Service Reserve to furnish records of qualified railway operating men, clerks, stenographers and cooks. There is also a request to furnish records of qualified rubber experts and glass blowers for X-ray tube work. The railroad men, clerks, stenographers and cooks will be attached to the 49th and 35th engineers regiments and the others to the gas defense section of the medical department.

George S. Connell, county director of the United States Public Service Reserve, has announced that enrolling agents throughout the county will register men in any of these classes. The following information concerning this work is given:

Applicants should be between 20 and 40 years of age. Those over 31 will be enlisted and those of draft age will be deferred into service.

The War Department will accept the recommendations of the Public Service Reserve. Enrollment agents will carefully investigate the qualifications of applicants.

All men of draft age can be inducted into service up to the moment they receive orders to go to a camp. Unless otherwise specified, men will enter the service with the rank of privates.

These men are not to be enlisted by local army recruiting officers, but their names, addresses and qualifications are to be sent to the county director who, in turn will forward them to Philadelphia from which office the War Department will receive them. No quota has been assigned either the county or the state. For the engineers regiments the War Department seeks about 150 men of the qualifications explained below. The following men are wanted:

Railway bill clerks, each having had at least one year's experience in railway ticket office as freight bill clerk.

Railway statistical clerks, each having had at least one year's experience in handling accounts, either in division superintendent's or auditor's office.

Railway report clerks, each having worked at least one year in an agent's office handling reports, or in superintendent's office or office of superintendent or transportation.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, March 9, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
122	122	Beatty	Mt. Pleasant Coke Co.
123	123	Boyer	Mt. Pleasant Coke Co.
124	124	Bruha	Bruha Run Coke Company
125	125	Carroll	Peoples-Cville Coke Co.
126	126	Clare	Clare Coke Co.
127	127	Dexter	Connellsville Coke Co.
128	128	Ellen No. 1	Wayne Coke Co.
129	129	Ellen No. 2	Wayne Coke Co.
130	130	Elizabeth	Union-Cville Coke Co.
131	131	Fort Hill	W. J. Rainey
132	132	Franklin	Wayne-Coke Co. Co.
133	133	Gilmore	Gilmore Coke Co.
134	134	Grace	W. J. Rainey
135	135	Heles	Samuel L. Lott
136	136	Humphrey	Bessemer Coke Co.
137	137	Intown	Shannon Coal & Coke Co.
138	138	Johnson	Johnson Fuel Co.
139	139	Magee	Magee Coke Co.
140	140	Mahoning	Mahoning Coal & Coke Co.
141	141	Mt. Braddock	W. J. Rainey
142	142	Mt. Pleasant	Mt. Pleasant Coke Co.
143	143	Myers	Brownfield-Cville Coke Co.
144	144	Nellis	Brown & Cochran
145	145	Palmer	Newcomer Coke Co.
146	146	Paul	W. J. Rainey
147	147	Revere	W. J. Rainey
148	148	Shirley	South Fayette C. & C. Co.
149	149	Thomas	Wayne Coke Co.
150	150	Veteran	Mt. Pleasant Coke Co.
151	151	West Penn.	West Penn Coke Co.
3,072	3,638		
FURNACE OVENS			
250	253	Adelaide	H. C. Frick Coke Co.
251	254	Alverton	H. C. Frick Coke Co.
252	255	Bageley	H. C. Frick Coke Co.
253	256	Birmingham	H. C. Frick Coke Co.
254	257	Brinkerton	H. C. Frick Coke Co.
255	258	Buckeye	H. C. Frick Coke Co.
256	259	Calumet	H. C. Frick Coke Co.
257	260	Central	H. C. Frick Coke Co.
258	261	Coalbrook	H. C. Frick Coke Co.
259	262	Collier	H. C. Frick Coke Co.
260	263	Continental 1	H. C. Frick Coke Co.
261	264	Continental 2	H. C. Frick Coke Co.
262	265	Continental 3	H. C. Frick Coke Co.
263	266	Darwin	H. C. Frick Coke Co.
264	267	Dorothy	H. C. Frick Coke Co.
265	268	Habela No. 1	H. C. Frick Coke Co.
266	269	Habela No. 2	H. C. Frick Coke Co.
267	270	Habela No. 3	H. C. Frick Coke Co.
268	271	Habela No. 4	H. C. Frick Coke Co.
269	272	Habela No. 5	H. C. Frick Coke Co.
270	273	Habela No. 6	H. C. Frick Coke Co.
271	274	Habela No. 7	H. C. Frick Coke Co.
272	275	Habela No. 8	H. C. Frick Coke Co.
273	276	Habela No. 9	H. C. Frick Coke Co.
274	277	Habela No. 10	H. C. Frick Coke Co.
275	278	Habela No. 11	H. C. Frick Coke Co.
276	279	Habela No. 12	H. C. Frick Coke Co.
277	280	Habela No. 13	H. C. Frick Coke Co.
278	281	Habela No. 14	H. C. Frick Coke Co.
279	282	Habela No. 15	H. C. Frick Coke Co.
280	283	Habela No. 16	H. C. Frick Coke Co.
281	284	Habela No. 17	H. C. Frick Coke Co.
282	285	Habela No. 18	H. C. Frick Coke Co.
283	286	Habela No. 19	H. C. Frick Coke Co.
284	287	Habela No. 20	H. C. Frick Coke Co.
285	288	Habela No. 21	H. C. Frick Coke Co.
286	289	Habela No. 22	H. C. Frick Coke Co.
287	290	Habela No. 23	H. C. Frick Coke Co.
288	291	Habela No. 24	H. C. Frick Coke Co.
289	292	Habela No. 25	H. C. Frick Coke Co.
290	293	Habela No. 26	H. C. Frick Coke Co.
291	294	Habela No. 27	H. C. Frick Coke Co.
292	295	Habela No. 28	H. C. Frick Coke Co.
293	296	Habela No. 29	H. C. Frick Coke Co.
294	297	Habela No. 30	H. C. Frick Coke Co.
295	298	Habela No. 31	H. C. Frick Coke Co.
296	299	Habela No. 32	H. C. Frick Coke Co.
297	300	Habela No. 33	H. C. Frick Coke Co.
298	301	Habela No. 34	H. C. Frick Coke Co.
299	302	Habela No. 35	H. C. Frick Coke Co.
300	303	Habela No. 36	H. C. Frick Coke Co.
301	304	Habela No. 37	H. C. Frick Coke Co.
302	305	Habela No. 38	H. C. Frick Coke Co.
303	306	Habela No. 39	H. C. Frick Coke Co.
304	307	Habela No. 40	H. C. Frick Coke Co.
305	308	Habela No. 41	H. C. Frick Coke Co.
306	309	Habela No. 42	H. C. Frick Coke Co.
307	310	Habela No. 43	H. C. Frick Coke Co.
308	311	Habela No. 44	H. C. Frick Coke Co.
309	312	Habela No. 45	H. C. Frick Coke Co.
310	313	Habela No. 46	H. C. Frick Coke Co.
311	314	Habela No. 47	H. C. Frick Coke Co.
312	315	Habela No. 48	H. C. Frick Coke Co.
313	316	Habela No. 49	H. C. Frick Coke Co.
314	317	Habela No. 50	H. C. Frick Coke Co.
315	318	Habela No. 51	H. C. Frick Coke Co.
316	319	Habela No. 52	H. C. Frick Coke Co.
317	320	Habela No. 53	H. C. Frick Coke Co.
318	321	Habela No. 54	H. C. Frick Coke Co.
319	322	Habela No. 55	H. C. Frick Coke Co.
320	323	Habela No. 56	H. C. Frick Coke Co.
321	324	Habela No. 57	H. C. Frick Coke Co.
322	325	Habela No. 58	H. C. Frick Coke Co.
323	326	Habela No. 59	H. C. Frick Coke Co.
324	327	Habela No. 60	H. C. Frick Coke Co.
325	328	Habela No. 61	H. C. Frick Coke Co.
326	329	Habela No. 62	H. C. Frick Coke Co.
327	330	Habela No. 63	H. C. Frick Coke Co.
328	331	Habela No. 64	H. C. Frick Coke Co.
329	332	Habela No. 65	H. C. Frick Coke Co.
330	333	Habela No. 66	H. C. Frick Coke Co.
331	334	Habela No. 67	H. C. Frick Coke Co.
332	335	Habela No. 68	H. C. Frick Coke Co.
333	336	Habela No. 69	H. C. Frick Coke Co.
334	337	Habela No. 70	H. C. Frick Coke Co.
335	338	Habela No. 71	H. C. Frick Coke Co.
336	339	Habela No. 72	H. C. Frick Coke Co.
337	340	Habela No. 73	H. C. Frick Coke Co.
338	341	Habela No. 74	H. C. Frick Coke Co.
339	342	Habela No. 75	H. C. Frick Coke Co.
340	343	Habela No. 76	H. C. Frick Coke Co.
341	344	Habela No. 77	H. C. Frick Coke Co.
342	345	Habela No. 78	H. C. Frick Coke Co.
343	346	Habela No. 79	H. C. Frick Coke Co.
344	347	Habela No. 80	H. C. Frick Coke Co.
345	348	Habela No. 81	H. C. Frick Coke Co.
346	349	Habela No. 82	H. C. Frick Coke Co.
347	350	Habela No. 83	H. C. Frick Coke Co.
348	351	Habela No. 84	H. C. Frick Coke Co.
349	352	Habela No. 85	H. C. Frick Coke Co.
350	353	Habela No. 86	H. C. Frick Coke Co.
351	354	Habela No. 87	H. C. Frick Coke Co.
352	355	Habela No. 88	H. C. Frick Coke Co.
353	356	Habela No. 89	H. C. Frick Coke Co.
354	357	Habela No. 90	H. C. Frick Coke Co.
355	358	Habela No. 91	H. C. Frick Coke Co.
356	359	Habela No. 92	H. C. Frick Coke Co.
357	360	Habela No. 93	H. C. Frick Coke Co.
358	361	Habela No. 94	H. C. Frick Coke Co.
359	362	Habela No. 95	H. C. Frick Coke Co.
360	363	Habela No. 96	H. C. Frick Coke Co.
361	364	Habela No. 97	H. C. Frick Coke Co.
362	365	Habela No. 98	H. C. Frick Coke Co.
363	366	Habela No. 99	H. C. Frick Coke Co.
364	367	Habela No. 100	H. C. Frick Coke Co.
365	368	Habela No. 101	H. C. Frick Coke Co.
366	369	Habela No. 102	H. C. Frick Coke Co.
367	370	Habela No. 103	H. C. Frick Coke Co.
368	371	Habela No. 104	H. C. Frick Coke Co.
369	372	Habela No. 105	H. C. Frick Coke Co.
370	373	Habela No. 106	H. C. Frick Coke Co.
371	374	Habela No. 107	H. C. Frick Coke Co.
372	375	Habela No. 108	H. C. Frick Coke Co.
373	376	Habela No. 109	H. C. Frick Coke Co.
374	377	Habela No. 110	H. C. Frick Coke Co.
375	378	Habela No. 111	H. C. Frick Coke Co.
376	379	Habela No. 112	H. C. Frick Coke Co.
377	380	Habela No. 113	H. C. Frick Coke Co.
378	381	Habela No. 114	H. C. Frick Coke Co.
379	382	Habela No. 115	H. C. Frick Coke Co.
380	383	Habela No. 116	H. C. Frick Coke Co.
381	384	Habela No. 117	H. C. Frick Coke Co.
382	385	Habela No. 118	H. C. Frick Coke Co.
383	386	Habela No. 119	H. C. Frick Coke Co.
384	387	Habela No. 120	H. C. Frick Coke Co.
385	388	Habela No. 121	H. C. Frick Coke Co.
386	389	Habela No. 122	H. C. Frick Coke Co.
387	390	Habela No. 123	H. C. Frick Coke Co.
388	391	Habela No. 124	H. C. Frick Coke Co.
389	392	Habela No. 125	H. C. Frick Coke Co.
390	393	Habela No. 126	H. C. Frick Coke Co.
391	394	Habela No. 127	H. C. Frick Coke Co.
392	395	Habela No. 128	H. C. Frick Coke Co.
393	396	Habela No. 129	H. C. Frick Coke Co.
394	397	Habela No. 130	H. C. Frick Coke Co.
395	398	Habela No. 131	H. C. Frick Coke Co.
396	399	Habela No. 132	H. C. Frick Coke Co.
397	400	Habela No. 133	H. C. Frick Coke Co.
398	401	Habela No. 134	H. C. Frick Coke Co.
399	402	Habela No. 135	H. C. Frick Coke Co.
400	403	Habela No. 136	H. C. Frick Coke Co.
401	404	Habela No. 137	H. C. Frick Coke Co.
402	405	Habela No. 138	H. C. Frick Coke Co.
403	406	Habela No. 139	H. C. Frick Coke Co.
404	407	Habela No. 140	H. C. Frick Coke Co.
405	408	Habela No. 141	H. C. Frick Coke Co.
406	409	Habela No. 142	H. C. Frick Coke Co.
407	410	Habela No. 143	H. C. Frick Coke Co.
408	411	Habela No. 144	H. C. Frick Coke Co.
409	412	Habela No. 145	H. C. Frick Coke Co.
410	413	Habela No. 146	H. C. Frick Coke Co.
411	414	Habela No. 147	H. C. Frick Coke Co.
412	415	Habela No. 148	H. C. Frick Coke Co.
413	416	Habela No. 149	H. C. Frick Coke Co.
414	417	Habela No. 150	H. C. Frick Coke Co.
415	418	Habela No. 151	H. C. Frick Coke Co.
416	419	Habela No. 152	H. C. Frick Coke Co.
417	420	Habela No. 153	H. C. Frick Coke Co.
418	421	Habela No. 154	H. C. Frick Coke Co.
419	422	Habela No. 155	H. C. Frick Coke Co.
420	423	Habela No. 156	H. C. Frick Coke Co.
421	424	Habela No. 157	H. C. Frick Coke Co.
422	425	Habela No. 158	H. C. Frick Coke Co.
423	426	Habela No. 159	H. C. Frick Coke Co.
424	427	Habela No. 160	H. C. Frick Coke Co.
425	428	Habela No. 161	H. C. Frick Coke Co.
426	429	Habela No. 162	H. C. Frick Coke Co.
427	430	Habela No. 163	H. C. Frick Coke Co.
428	431	Habela No. 164	H. C. Frick Coke Co.
429	432	Habela No. 165	H. C. Frick Coke Co.
430	433	Habela No. 166	H. C. Frick Coke Co.
431	434	Habela No. 167	H. C. Frick Coke Co.
432	435	Habela No. 168	H. C. Frick Coke Co.
433	436	Habela No. 169	H. C. Frick Coke Co.
434	437	Habela No. 170	H. C. Frick Coke Co.
435	438	Habela No. 171	H. C. Frick Coke Co.
436	439	Habela No. 172	H. C. Frick Coke Co.
437	440	Habela No. 173	H. C. Frick Coke Co.
438	441	Habela No. 174	H. C. Frick Coke Co.
439	442	Habela No. 175	H. C. Frick Coke Co.
440	443	Habela No. 176	H. C. Frick Coke Co.
441	444	Habela No. 177	H. C. Frick Coke Co.
442	445	Habela No. 178	H. C. Frick Coke Co.
443	446	Habela No. 179	H. C. Frick Coke Co.
444	447	Habela No. 180	H. C. Frick Coke Co.
445	448	Habela No. 181	H. C. Frick Coke Co.
446	449	Habela No. 182	H. C. Frick Coke Co.
447	450	Habela No. 183	H. C. Frick Coke Co.
448	451	Habela No. 184	H. C. Frick Coke Co.
449	452	Habela No. 185	H. C. Frick Coke Co.
450	453	Habela No. 186	H. C. Frick Coke Co.
451	454	Habela No. 187	H. C. Frick Coke Co.
452	455	Habela No. 188	H. C. Frick Coke Co.
453	456	Habela No. 189	H. C. Frick Coke Co.
454	457	Habela No. 190	H. C. Frick Coke Co.
455	458	Habela No. 191	H. C. Frick Coke Co.
456	459	Habela No. 192	H. C. Frick Coke Co.
457	460	Habela No. 193	H. C. Frick Coke Co.
458	461	Habela No. 194	H. C. Frick Coke Co.
459	462	Habela No. 195	H. C. Frick Coke Co.
460	463	Habela No. 196	H. C. Frick Coke Co.
461	464	Habela No. 197	H. C. Frick Coke Co.
462	465	Habela No. 198	H. C. Frick Coke Co.
463	466	Habela No. 199	H. C. Frick Coke Co.
464	467	Habela No. 200	H. C. Frick Coke Co.
465	468	Habela No. 201	H. C. Frick Coke Co.
466	469	Habela No. 202	H. C. Frick Coke Co.
467	470	Habela No. 203	H. C. Frick Coke Co.
468	471	Habela No. 204	H. C. Frick Coke Co.
469	472	Habela No. 205	H. C. Frick Coke Co.
470	473	Habela No. 206	H. C. Frick Coke Co.
471	474	Habela No. 207	H. C. Frick Coke Co.
472	475	Habela No. 208	H. C. Frick Coke Co.
473	476	Habela No. 209	H. C. Frick Coke Co.
474	477	Habela No. 210	H. C. Frick Coke Co.
475	478	Habela No. 211	H. C. Frick Coke Co.
476	479	Habela No. 212	H. C. Frick Coke Co.
477	480	Habela No. 213	H. C. Frick Coke Co.
478	481	Habela No. 214	H. C. Frick Coke Co.
479	482	Habela No. 215	H. C. Frick Coke Co.
480	483	Habela No. 216	H. C. Frick Coke Co.
481	484	Habela No. 217	H. C. Frick Coke Co.
482	485	Habela No. 218	H. C. Frick Coke Co.
483	486	Habela No. 219	H. C. Frick Coke Co.
484	487	Habela No. 220	H. C. Frick Coke Co.
485	488	Habela No. 221	H. C. Frick Coke Co.
486	489	Habela No. 222	H. C. Frick Coke Co.
487	490	Habela No. 223	H. C. Frick Coke Co.
488	491	Habela No. 224	H. C. Frick Coke Co.
489	492	Habela No. 225	H. C. Frick Coke Co.
490	493	Habela No. 226	H. C. Frick Coke Co.
491	494	Habela No. 227	H. C. Frick Coke Co.
492	495	Habela No. 228	H. C. Frick Coke Co.
493	496	Habela No. 229	H. C. Frick Coke Co.
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495	498	Habela No. 231	H. C. Frick Coke Co.
496	499	Habela No. 232	H. C. Frick Coke Co.
497	500	Habela No. 233	H. C. Frick Coke Co.
498	501	Habela No. 234	H. C. Frick Coke Co.
499	502	Habela No. 235	H. C. Frick Coke Co.
500	503	Habela No. 236	H. C. Frick Coke Co.
501	504	Habela No. 237	H. C. Frick Coke Co.
502	505	Habela No. 238	H. C. Frick Coke Co.
503	506	Habela No. 239	H. C. Frick Coke Co.
504	507	Habela No. 240	H. C. Frick Coke Co.
505	508	Habela No. 241	H. C. Frick Coke Co.
506	509	Habela No. 242	H. C. Frick Coke Co.
507	510	Habela No. 243	

STANDARDIZED CARS TO BE BUILT UNDER GOVERNMENT ORDER

Number Will Probably Reach
50,000; Built By Differ-
ent Builders.

PLAN IS NOT APPROVED

By Practical Railroad Men; Would Re-
sult in Stimulus to Improvements in
Type, Convenience, Strength and
Other Features of Great Value.

Announcement from Washington
that builders of freight cars have been
called on to prepare to build 150,000
cars for the government, to be ap-
portioned among all the railroads of the
country, has aroused no little interest
and some apprehension. The latter
arises from the fact that it is un-
derstood the government proposes select-
ing a standard type of car to be fol-
lowed in building this order, says the
Cleveland Daily Iron Trades.

At present, building of railroad cars
is largely a matter of assembly at the
car plant, except as to the body of the
car. Underframes vary, roof construc-
tion is subject to caprice; couplers,
door slides, wheels, trucks and a
score of other parts are manufactured
by numerous railway supply compa-
nies. They vary in design and many
are patented. Hundreds of manufac-
turing concerns are engaged in their
manufacture and sale, and railroad
choosers from them those which have
proven best suited to their needs as a
result of experience.

Now the punch in the shoe is this:
If standardization be carried to the
point of choosing one type of each
part of a car, all the manufacturers
making other types will find their oc-
cupation gone. Granting that the
standardization might be for the per-
iod of the war only, it would be a
blow from which most would not re-
cover.

It is claimed by railroad men and
manufacturers engaged in producing
railroad supplies that every advance
in strength, convenience and value has
been made through the keen competi-
tion of ideas in the various lines of
supply manufacture. Without this
stimulus it is feared progress will be
checked.

Evidently this is a delicate subject
and the scales must be held with even
hand to avoid disaster. Standardiza-
tion has much to commend it but the
fear is that it may be overdone to the
present and future development of
railroads. Standardization that will
remove all incentive to improve will
be a loss. No one claims that any-
thing like perfection has been attain-
ed at this stage and there is room
for much added improvement.

Men with experience and knowl-
edge take unreservedly that state-
ment that in the United States in the
efficiency of their equipment. They at-
tribute this to the fact that incentive
and the incentive to better
things present in this country under
keen competition, while it is absent
when standardization is an accom-
plished fact.

It is pointed out as an example, that
the brake, without which railroad
travel would be impossible under pres-
ent conditions, was rejected by the
most important road in the country
the Westinghouse first put it forth.
Had other roads not taken it up, or
had the men who rejected it been a
government bureau charged with pass-
ing improvements, this would have
been lost to the world.

DEED FOR BANK

PC. Higbee One of Witnesses to Un-
iontown Skyscraper Transaction.

All right, title and interest in the
first National Bank building and the
second Opera house, Uniontown, was
conveyed to James L. Feather by John
I. Strawn, receiver of the first Na-
tional Bank, in the deed for the trans-
action placed on record Wednesday
with Recorder of Deeds H. C. Hays.
The instrument is a lengthy document
containing a detailed account of the
circumstances which led up to the
public sale on Saturday, February 23,
as well as giving the usual compre-
hensive description of the property
and its contents transferred.

The deed is dated March 1, and was
witnessed by Judge R. E. Umbel and
Attorney E. C. Higbee. The consid-
eration named is \$700,000, the figure
which Mr. Feather bid in the property.
It contains \$700 worth of revenue
stamps. It is the largest deed placed
on record of realty transfer for many
years with the exception of deeds con-
veying coal lands.

POOR COAL UNDER FIRE

Government Preparing to Place Pro-
hibition on Dirt and Slate.

WASHINGTON, March 7.—Drastic
measures are under consideration by
the fuel administration to compel the
mining of clean coal and dispose of
general complaints that consumers
have been obliged to buy dirt, stone
and slate.

Dirt coal investigation has shown
that it has even hampered the fast
movement of army transports and
naval vessels. Most of the dirt coal
it is said, has come from smaller
mines.

Gets New Mine Cars.
A shipment of 62 new standard
mine cars has been received by the
H. Koppers Company, operating in
the Indian Creek Valley. The work
of constructing houses for employes
at Mercer is going rapidly ahead
and the camp expects to be "placed
on the map" soon.

Have You Coal Land for Sale?
If so, advertise it in The Weekly
Courier.

FUEL ADMINISTRATION CONDUCTING A CAMPAIGN TO INSURE CLEANER COAL

State Administrator Considers 1,500
Cars of Anthracite Activity to
Extend to Bituminous Coal.

More than 1,500 tons of anthracite
coal were condemned in the Penn-
sylvania markets by representatives
of the Fuel Administration recently
in connection with the Fuel Adminis-
tration's campaign to compel the de-
livery of clean coal.

At the mines inspectors of the Fuel
Administration also condemned sev-
eral cars a day because they were load-
ed with coal, much of which did not
come up to the standard as to size and
quality.

These facts are contained in a re-
port by Fuel Administrator William
Potter, of Pennsylvania, to Adminis-
trator Garfield, covering the work
done in Pennsylvania during the last
three weeks, to prevent the unloading
of unclean coal on the public.

Administrator Potter indicated in
his report that the campaign in the
anthracite district has been so suc-
cessful that similar work is now to
be done in the bituminous fields of
that state.

The large shippers of anthracite, Mr.
Potter states in his report, after in-
forming the standard of preparation
adopted by the Fuel Administration,
are keeping their word and are now
sending properly sized and prepared
coal to all markets.

Some of the small operators have
been giving trouble but the unloading
of the cars which contained the coal
condemned because it did not measure
up to the requirements is believed to
have effectually ended the practice.

Administrator Potter has communi-
cated with county chairmen in the
various bituminous coal districts as
well as with the operators and the
miners in prosecution of the campaign
for clean coal from those mines.

WALSH MADE CHAIRMAN

Local Inspector Heads Board to Pre-
pare Mine Examination Lists.

The annual examinations for mine
foremen, assistant mine foremen and
fire bosses in the Ninth bituminous dis-
trict, will be held in the Immaculate
Conception parochial school hall on
April 9, 10, 11 and 12 according to an-
nouncement today by Mine Inspector
P. J. Walsh, chairman of the examina-
tion board. Those taking the examina-
tion for fire boss will be required to
appear but one day.

Mine Inspector Walsh has been
made chairman of a committee of six
which met in Pittsburgh Tuesday
to prepare the questions for examina-
tion. The personnel of this board is:
P. J. Walsh, Connelville and Nicholas
Evans, Johnstown, inspectors; Mr.
Kay, Tyrone, secretary, and Mr. For-
ter, Pittsburgh, mine superintendent,
and J. O. Van Riper, Brownsville, and
Mr. McKillop, Barnesboro, miners.

SHIFT BELL LINES

Danger From High Tension Wires on
West Side to be Removed.

Preparations are under way to re-
move from Crawford avenue, West
Side, the menace of telephone wires
falling on the high tension electric
lines during storms such as visited
Connelville during the winter, en-
dangering lives. A representative of
the Bell Telephone company was be-
fore council last night with a plan for
removing its wires from the north
side of the street where they over-
hang the West Penn circuits, to the
south side of the street where the
lines of the Tri-State Telephone com-
pany pass. In place of open circuits
the Bell will place all its lines in a
cable.

The company was given authority
to proceed under the direction of B.
L. Berg, superintendent of streets.

BAKERS' LICENSE

May be Taken Out by Those Using
Less Than Three Barrels of Flour.

Although bakers who use less than
three barrels of flour and meal per
month are not required to secure a
Food Administration license, a recent
rule gives them the right to come un-
der license. This applies not only to
commercial bakers, but to all hotels,
restaurants, and boarding houses.

Those who take out licenses will be
entitled to procure wheat flour for
making bread or rolls on the basis of
one pound of substitutes for every
four pounds of wheat flour. Those
who do not secure licenses and thus
subject themselves to the Food Ad-
ministration's rules and regulations
must purchase the usual one pound
of substitutes for each pound of wheat
flour.

FULL CREW HEARING

To be Held Before Public Service Com-
mission on March 18.

HARRISBURG, March 7.—The Public
Service Commission has fixed
March 18 as the date for hearing final
argument in the complaints that the
Pennsylvania and Reading railway
companies were not observing the
provisions of the "full crew" law.

These complaints were heard some
weeks ago, and also the cases against
the Pennsylvania from the vicinity of
Pittsburg. Argument was postponed
after the government took over the
railroads.

STATEMENT OF EARNINGS

To be Given Railway Employees to Aid
in Making Out Income Tax Return.

Inasmuch as few railroad employes,
who are not paid a fixed salary, have
a record of their earnings for 1917,
they are finding it difficult to make
out their income tax returns.

The matter having come to the at-
tention of Director General McAdoo
he has requested the railroad com-
panies to give each employe, who re-
ceived more than \$500 in wages dur-
ing the past year, a statement showing
how much was received by him.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, March 9, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
40	Adah	Weston-Payette Coke Co.	Greensburg
400	Allice	W. Harry Brown	Allice, Pa. Co.
232	Allice No. 1	W. J. Rainey	New York
200	Allice No. 2	W. J. Rainey	New York
142	American No. 1	Reilly-Peabody Fuel Co.	Pittsburg
240	American No. 2	Reilly-Peabody Fuel Co.	Pittsburg
40	Anita	The Wilkey & Fisher C. Co.	Uniontown
42	Belleverton	Belleverton Coal & Coke Co.	Pittsburg
257	Besco	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownsville	Brownsville Coke Co.	Uniontown
34	Buckhain	Clark Coal Co.	Smithfield
206	Century	Century Coke Co.	Brownsville
40	Champion	Champion Coke Co.	Pittsburg
120	Cliff	United Cville Coke Co.	Pittsburg
236	Donbo	Reliance Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
120	Donald 1	Consolidated Cville Coke Co.	Uniontown
149	Edna	Waltersburg Coke Co.	Uniontown
32	Emory	Sunshine Coal & Coke Co.	Uniontown
22	Finley	Jas. Byrne & Co.	Uniontown
59	Freda	South Fayette Coke Co.	Uniontown
113	Garwood	Aetna-Connelville Coke Co.	Connelville
63	Genuine	Genuine Cville Coke Co.	Uniontown
200	Griffin No. 1	Bassemmer Coke Co.	Pittsburg
200	Griffin No. 2	Hillman-Nat'l Coke Co.	Pittsburg
210	Harbert	Connelville Central Coke Co.	Pittsburg
45	Hillside	Westmoreland Gas Coal Co.	Connelville
32	Hill Top	W. Connelville Coke Co.	Connelville
194	Hoover	James H. Hoover	McClellandtown
38	Hope	Hope Coke Co.	Uniontown
195	Hunted	Hunted-Bernard C. & Co.	Uniontown
340	Isabella	Hoola Coal & Coke Co.	Pittsburg
24	Junior	Junior Coal & Coke Co.	Uniontown
140	Katherine	Union Connelville Coke Co.	Uniontown
220	Kay	Atlas Coal Co.	Helen
30	Leam	Franklin Coke Co.	Uniontown
400	Lincoln	Lincoln Coal & Coke Co.	Scottsdale
40	Little Gem	The Brier Coal & Coke Co.	Pittsburg
250	Little Gem	Cville Central Coke Co.	Pittsburg
31	Luxerne	Luxerne Coal & Coke Co.	Pittsburg
44	Marion	Southern Cville Coke Co.	Uniontown
132	Mentall	Mentall Coke Co.	Uniontown
200	Mr. Hope	Mr. Hope Coal & Coke Co.	Connelville
100	Old Home	W. J. Parrish	Uniontown
400	Old Coke	Old Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Pittsburg
72	Plumer	Plumer Coke Co.	Pittsburg
101	Poland	Poland Coal Co.	Uniontown
120	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
86	Rice	Rice Coal & Coke Co.	Connelville
345	Royal	W. J. Rainey	New York
30	Sack	H. R. Sackitt Coke Co.	Smithfield
378	Searight	Way Coal & Coke Co.	Uniontown
260	Shamrock	Payette Coke Co.	Uniontown
50	Shannon	Shannon Coal & Coke Co.	Uniontown
310	Stewart	Consolidated Cville Coke Co.	Uniontown
400	Sunshine No. 2	Ladone-Gilbert C. & C. Co.	Uniontown
320	Thompson 1	Thompson-Cville Coke Co.	Pittsburg
400	Thompson 2	Thompson-Cville Coke Co.	Pittsburg
329	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
391	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
34	Virgie	Virgie Coal & Coke Co.	Scottsdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
400	Washington 2	Washington Coal & Coke Co.	Dawson
76	Wineland	Banning-Cville Coke Co.	Uniontown
68	Wineland-Gilmore C. & C. Co.	Wineland-Gilmore C. & C. Co.	Uniontown
36	Yukon	Wheyel Coke Co.	Uniontown

1342	16513	FURNACE OVENS	
120	Altheon	Republic Iron & Steel Co.	Gass
120	Brier Hill	Brier Hill Coke Co.	Pittsburg
426	Bullington	H. C. Frick Coke Co.	Pittsburg
400	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
156	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
300	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
250	Dearth	H. C. Frick Coke Co.	Pittsburg
420	Edenboro	H. C. Frick Coke Co.	Pittsburg
200	Edenboro	H. C. Frick Coke Co.	Pittsburg
400	Footdale	H. C. Frick Coke Co.	Pittsburg
202	Genova	McKendree Coal Co.	Uniontown
176	Labelle	Labelle Coke Co.	Labelle, O.
442	Lambert	H. C. Frick Coke Co.	Pittsburg
516	Leckrone	H. C. Frick Coke Co.	Pittsburg
341	Martha	H. C. Frick Coke Co.	Pittsburg
40	Martin	H. C. Frick Coke Co.	Pittsburg
400	Republic	Republic Iron & Steel Co.	Uniontown
350	Ronco	H. C. Frick Coke Co.	Pittsburg
5,525	4,353		

ESTABLISHED 1872. INCORPORATED 1904.

Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B.
Fire Brick for Mill, Glasshouse,
Bradoc Rectangular, By-Product and Victor
Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

THREE SMALL BOYS

WALKING ON TRACK KILLED BY TROLLEY

Distressing Accident Occurs on West
Penn Line Between Oliphant
and Brownfield.

Three children, two of them brothers,
were instantly killed Friday
afternoon at 4:45 o'clock when struck
by a West Penn car between Brown-
field and Oliphant.

THE DEAD

ROBERT ZEBLEY, aged 10, son of
Mr. and Mrs. Edward Zebley, of
near York Run, leg cut off; skull
fractured.

JOHN ZEBLEY, aged 8, brother of
Robert, skull fractured.

STEVE KANAPKY, aged 7, son of Mr.
and Mrs. Thomas Kanapky of near
Fairbance.

The boys had been missing since in
the morning and were apparently re-
turning home, walking on the track.
On account of a passing freight train
they evidently did not hear the trolley
car.

CAN SELL BROILERS

Up to Two Pounds in Weight is Ruling
of the Food Administration.

The Food Administration has an-
nounced that the prohibition against
the sale of live or freshly killed poultry
does not apply to broilers weigh-
ing two pounds or less each. The pro-
hibition against the sale of this stock
was put in force in an effort to in-
crease egg production of the country.
It remains effective until April 30.
On and after May 1 hens may be
sold as usual.

Butte Boy Missing.

A search is being made for Ladislav
Griglak, aged nine years, who was last
seen about noon Monday when he left
the St. Mary's R. C. church in Union-
town. The lad lives at Butte. Any in-
formation of his whereabouts should
be given to his father, John Griglak at
Butte, or Rev. Father Sebik.

Many Flour Cakes Coming In.

County Food Administrator David-
son reports the receipt of hundreds of
four cakes which are being filled out
on the blanks printed in the newspa-
pers and mailed to his office.

COUNCIL ORDERS TWO

GARBAGE TRUCKS; WILL BUY INCINERATORS

Preparations are going forward for
systematic removal of waste
during summer.

Preparatory to the better handling
of the garbage removal problem in the
city during the coming summer coun-
cil last night authorized Purchasing
Agent Roy W. Hoover to secure two
Ford chassis from the Hyatt Motor
company at \$715.52 each and also to
secure bids on four or more incinerators
in the six-busset capacity type.

Members of council on Saturday
witnessed a demonstration here of the
utility of this furnace given by the
Pittsburg Garbage Incinerator com-
pany and were pleased with the per-
formance of it.

Dr. C. W. Utis, head of the Depart-
ment of Parks and Public Buildings,
will also secure bids for bodies for
the motor trucks and submit them at
the next meeting March 25.

95 BUT STILL KNITTING

Addison Woman Nearing Century
Mark Active for Red Cross.

Mrs. Mary Rush Keltus, 95 years
old of Addison, despite her advanced
years, is actively engaged in knitting
for the Red Cross. After completing
six pairs of socks, she became ill with
muscular rheumatism, which incapaci-
tated her from knitting for some time.
Having recovered her strength she is
knitting again.

Mrs. Keltus is a granddaughter of
Jacob Rush, who served in the Revolu-
tionary war, four brothers, Thomas
Victor, Ed, John and David served in
the Civil War, Thomas Victor being
killed in action.

DECLINES CHAIRMANSHIP.

Perry Woman Will Not Serve on Lib-
erty Loan Committee.

On account of pressure of other
work, the Red Cross, especially, Mrs.
Lena G. Galley of Perryopolis has de-
clined to accept the chairmanship of
the county women's Liberty Loan
committee. Mrs. R. E. Umbel will
have charge of the work.
Mrs. Galley left yesterday on a trip
to Philadelphia.

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined
Pipe and Fittings

J. F. BRENNEN, President.
J. V. THOMPSON, Vice President.

ANDREW A. THOMPSON, Treasurer.
W. G. ROCK, Secy and Asst. Treasurer.

THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:
Thompson No. 1 400 Ovens,
Thompson No. 2 400 Ovens,
Near Republic Station,
Fayette County, Pa.

CONNECTIONS:
Pennsylvania R. R.
Pittsburg & Lake Erie R. R.
Baltimore & Ohio R. R.

PITTSBURG OFFICE:
2102 First National
Bank Building,
Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.
As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke
is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT D. PUY, President.

JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.
Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically han-
dled, thus eliminating any dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon
make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

GREAT THRONG PAYS HONOR TO MEMORY OF SCOTSDALE YOUTH LOST ON TUSCANIA

Memorial Service is Held There For Thomas Llewellyn

MEN AND WOMEN WEEP

Touching Scene Attends Reading of Names on the Honor Roll.

SERVICE FLAG DEDICATED

Col. E. E. Robbins Stirs Audience to Patriotic Fervor By His Address in M. E. Church.

SCOTSDALE, March 11.—Amid scenes seldom witnessed Scottdale and the community in general yesterday afternoon paid tribute to the memory of Thomas A. Llewellyn, victim of a German submarine which sank the transport Tuscania, the first of the boys of Scottdale to lose his life in the fight for the freedom of the world, while at the same time the town paid honor to the men who have joined the colors and still remain to fight to avenge the death of one of their number.

The occasion was the unfurling of a service flag bearing 33 stars. The Methodist Episcopal church in which the service was held has a seating capacity, including Sunday school rooms, of 1,200 persons. The great audience filled every portion of the structure, even the pastor's study, and overflowed into the vestibule and the street, where many stood in the biting wind. People were there from many parts of Westernland county as far as from Greensburg and also from Connelville and other places in Fayette county.

Congressman Edward E. Robbins of Greensburg was the speaker. It should be a proud moment, though a sad one, he said, for the people of Scottdale to contemplate that one of its sons was among the first to offer his life for the cause of the country against German tyranny.

Men and women wept freely when, in calling the roll of honor, the pastor of the church, Rev. G. W. Terhush, read: "Thomas A. Llewellyn, lost on the Tuscania, February 5, 1918." Up to this time a deathlike silence had pervaded the room. As the pastor reached the name of Llewellyn sobs were heard in all parts of the great hall. Then the pipe organ burst forth with a dirge, adding to the solemnity of the occasion. Tears fell from the eyes of young and old of both sexes.

The flag is a beautiful piece of handwork, presented by the Standard Bearer of the church. It is made with a center of field of white with a border of red. Thirty small blue stars form a large one in the center of which is the gold star for Thomas Llewellyn. Below the large star, in the field, are two others, representing men who are in France.

In his address Congressman Robbins characterized as a conspicuous occasion the observance of an event honoring so many of the town's young men gone forth to war. All Westernland county, he said, should feel honored that one of its sons was among the first to die for the cause of freedom. Colonel Robbins gave a resume of the war and stirred his hearers on to greater endeavor in the line of patriotic duty. Rarely is there the applause that broke forth at the conclusion of his address, the audience having been raised from tears at the time of reading of the honor roll to the heights of patriotic fervor.

Souvenir programs bearing a photograph of Llewellyn were distributed at the opening of the service. Miss Olive Van Horn was at the pipe organ. The congregation sang "The Son of God Goes Forth to War" which was followed by prayer by the pastor. After the singing of an anthem by the choir the service flag was presented by Miss Grace Lockard, president of the Standard Bearer.

The honor of unfurling the flag fell to two war brides, Mrs. Phil E. Swartzwelder and Mrs. Albert P. Hemp. As it dropped from the dome of the church it released a shower of tiny American flags over the audience. Following the acceptance of the flag and reading the roll by the pastor Miss Virginia Clingerman recited "The Service Flag." "As Her Soldier Boy Marched Through" was sung by Miss Esther Trimble.

Colonel Robbins was introduced by Berkey H. Boyd of the local draft board.

The honor roll bears the names of the following:

John Edwin Armstrong, Camp Lee, Virginia.

Arthur D. Barnhart, Medical Reserve Corps.

Edwin H. Reddow, Navy.

Corporal Charles E. Colborn, 224th Field Signal Corps, Camp Meade.

Walter E. Colburn, Q. M. Corps, Camp Meigs, Washington, D. C.

Clyde DeWitt, Medical Corps, Camp Custer, Michigan.

William J. Fetter, Medical Reserve, Firman Field, 110th Regiment, Camp Hancock, Georgia.

Milford H. Gibson, Sergeant, 15th Engineers, "Somewhere in France."

Albert T. Hemp, Camp Lee, Virginia.

William F. Hoffman, Interpreter, Military Police Force.

Harry Reginald Humphries, Camp Lee, Virginia.

Ray D. Ingels, Navy.

Charles Ray Kepner, Aviation Service.

Norman L. Kerr, M. D., First Lieutenant, Medical Reserve Corps.

George K. Lessig, 199th Field Hospital, Camp Hancock.

Charles A. Llewellyn, Camp Lee, Virginia.

George Dewey Lloyd, Navy.

Walter H. Lockard, Camp Lee, Virginia.

Clarence L. Longenecker, Lieutenant, Coast Artillery.

Claude W. McKee, M. D., Captain, Medical Corps.

Clayton C. Perry, Medical Reserve.

Eugene Perry, Sergeant, Camp Lee, Virginia.

Stephen Leslie Richer, 319th Infantry, Camp Lee, Virginia.

Edward L. Rutherford, Navy.

Webster Stauffer, Camp Lee, Virginia.

Phil E. Swartzwelder, Sergeant, Medical Department 110th Infantry.

Meade Tatehill, Corporal, 110th Infantry, Camp Hancock.

Ellsworth Thomas, 110th Regiment Band (honourably discharged).

Judson T. Van Horn, 110th Infantry, Camp Hancock.

Paul C. Williams, First Company, 3rd Regiment, M. M.

Clyde Zeander, 110th Regiment, Camp Hancock.

OBSTRUCTORS OF U. S. LAMBASTED BY BISHOP BELL

Men Who Attempt to Interfere With U. S. Should Be Given Tickets at Once.

GOVERNMENT IS DEFENDED

United Brethren Drive Declares in Favor of Government Ownership of Utilities and Pleads for Social Justice; Church Raises Over \$700.

Speaking before a mass meeting Sunday afternoon in the United Brethren church under the auspices of the Ministerial Association, Bishop William M. Bell of Washington, in a masterly address denounced those who by any method seek to handicap the government in the prosecution of the war, branded the German emperor as the curse of civilization, defended the government in its efforts at food control and other forms of regulation, expressed the hope that government ownership of the railroads will become a reality after the war and made a strong plea for social justice in the affairs of men as leading to the millennium.

Anti-Americanism was especially denounced. For those who oppose the prosecution of the war to the complete defeat of the Kaiser Bishop Bell advocated banishment from the country with admonition to the unpatriotic to present their cards to the Kaiser. There is no doubt in the mind of Bishop Bell as to the world domination aims of the German plunderer. When the war broke out he volunteered. The reason, said the speaker, was that he knew from having been in Germany what were the aims of the Teutonic leaders. As the son of the Kaiser's son he was confident of sweeping over France, then down the West coast of Africa, conquering the continent. Then the Kaiser's dream was conquest of South America and eventually Mexico with the United States to be later disposed of.

The United States is facing a tremendous struggle in the opinion of the bishop. He predicted that 2,000,000 men will be sent to Europe to aid the allies and that 3,000,000 in addition will be raised here to whip the Kaiser to a frazzle if the allies meet defeat.

The mailed fist in Germany will be an outlaw within 10 years regardless of the outcome of the war, Bishop Bell predicted. The rise of the common people will be responsible, he indicated. Bishop Bell paid high tribute to Secretary of War Newton D. Baker, Secretary of Navy Josephus Daniels and Secretary of the Treasury W. G. McAdoo, whom he described as men standing four square for Christian ideals. Especially he lauded the work of Daniels in raising the moral standard of the navy to a place alone among the navies of the world.

Talking of government ownership of the railroads the bishop said the other day he had seen the letters "U. S. A." on a railroad locomotive down east. He expressed the hope that "long before I go to Heaven" the same letters will be on every engine and railroad car in the country.

One good growing out of the war, the speaker said, is that it has speeded up civilization. It is a strange thing, he added, that we did not long ago think of the regulation of food prices; strange that it must come to the point where half the world faces starvation before we think of food administration.

The close of religious adherents whose motive is afflicting with the church is to prepare for the next world came in for chastisement. "Forget the next world. Get busy about this one. Make it a battlefield for righteousness," he shouted. He scolded those who watch for the millennium and the second coming of Christ while failing, he said, to see that Christ is here now. "You'll reach the other side soon enough," he went on. "Get busy here."

There has been a misconception, said the bishop, of the mission of Jesus Christ. It was not, he said, so much to prepare the inhabitants for the next world as to make this world a better place in which to live.

Bishop Bell was the speaker on the occasion of the observance of the anniversary of the dedication of the United Brethren church.

In all his addresses of the day Bishop Bell emphasized the urgency of religious efficiency as a means of making the world better as a place of abode rather than in preparing the people for the next world. He spoke in the morning at 11 o'clock and again at 7:30 o'clock.

This evening the bishop will deliver a lecture on the subject: "America, Whence and Whither."

Rev. J. S. Showers, pastor of the church, asked the congregation to contribute during the day \$500 toward the church building fund. When the figures were totaled in the evening it was found the contributions amounted to \$701. All of this was deposited on the altar of the church. There was no passing of the plates.

An orchestra played at the morning and afternoon services.

Wheat and Rye Conditions Poor. The State Department of Agriculture announces that on account of the wet autumn and late planting the condition of the rye and wheat crops in the state is only about 60 per cent of normal.

Township Board Meets. The Dunbar township school board met Saturday afternoon at the Smith House and transacted business of a routine nature. All members of the board were present.

Applications for Liquor License.

Notice is hereby given that the following persons have filed petitions for licenses in the office of the Clerk of the Court of Quarter Sessions of the Peace in and for the County of Fayette, State of Pennsylvania, to sell vinous, spirituous, malt or brewed liquors, or any admixture thereof, accompanied by bonds, certificates of citizens, etc., which will be presented to said Court for hearing and determination on the first Monday in April, 1918.

RETAIL LICENSE.		
NAME OF APPLICANT.	PLACE WHERE LICENSE IS APPLIED FOR.	PRESENT RESIDENCE.
BELLEVILLE BOROUGH.		
Hess, Frank W.	Hotel Birmingham—Main street.	Belleville, Pa.
Vogel, J. A.	Hotel Kline—Main street.	Belleville, Pa.
Lange, George	Hotel Lange—Corner Second and Long alleys.	Belleville, Pa.
Schmidt, John H.	Hotel Central—Main street, one door above Second street.	Belleville, Pa.
BROWNVILLE BOROUGH.		
Cooper, Joseph, Jr.	New Grand Hotel—On the hill at the head of Main street.	Brownville, Pa.
Stout, Charles H.	Stout House—West side of Main street or Market street.	Brownville, Pa.
Almon, John	Almon House—East side of Main street or Market street.	Brownville, Pa.
Matta, John	Hotel Alexander—Main street or Market street.	Brownville, Pa.
Rupp, Charles W.	Hotel Cautley—No. 42 Market street.	Brownville, Pa.
CITY OF CONNELLSVILLE—FIRST WARD.		
Goodman, S. M.	Tough House—Corner Main and Arch streets.	Connellsville, Pa.
O'Hara, James	Trans-Allegheny Hotel—Water street.	Connellsville, Pa.
Monahan and Walton	Hotel Kansas—Water street.	Connellsville, Pa.
Farlow, Wm. A.	St. James Hotel—North side of Main street, adjoining property of John D. Bris.	Connellsville, Pa.
Lollar, John H.	Smith House—North side of Main street.	Connellsville, Pa.
Dixon, Annie	Central Hotel—Water street.	Connellsville, Pa.
Benninger, Joseph	Hotel Arlington—West side of North Pittsburgh street.	Connellsville, Pa.
O'Hara, Martin	La tinore House—S. E. corner Water and Peach streets.	Connellsville, Pa.
Sloman, A. M.	Hotel Royal—S. E. corner North Pittsburgh and Orchard alleys.	Connellsville, Pa.
CITY OF CONNELLSVILLE—SECOND WARD.		
Duncan, John	Camden Hotel—S. W. corner Seventh and West Crawford avenues.	Connellsville, Pa.
Reinold, M. J.	Hotel West side—S. E. corner West Crawford avenue and First street.	Connellsville, Pa.
Schlinger, Jules	Grand Ford Hotel—Village of Broad Ford.	Connellsville, Pa.
CITY OF CONNELLSVILLE—SEVENTH WARD.		
Clark, Howard H.	New Dunbar House—Connellsville street.	Dunbar, Pa.
Gorsk, Peter	Central Hotel—Connellsville street.	Dunbar, Pa.
Stackewick, John	Burka House—S. E. corner Graft and Vance streets.	Dunbar, Pa.
Leifink, John, Jr.	Palmdale Hotel—Church street.	Dunbar, Pa.
Riggs, Mahlon E.	Albion Hotel—South side of Church street.	Dunbar, Pa.
Zink, Anton A.	Hotel Smock—Lot No. 10, Smock.	Dunbar, Pa.
Nolanovic, Bero	Central Hotel—At York Run.	Dunbar, Pa.
Smith, William	Hotel Rice—Corner Miller and Third streets, in the Village of Newell.	Dunbar, Pa.
Graham, William H.	Hotel Leiby—East side of Main street.	Dunbar, Pa.
Hays, Rice Boyd	The New Mason—Corner Third and Main streets.	Dunbar, Pa.
Finerty, M. J.	Hotel Alexander—Main street village of New Salem.	Dunbar, Pa.
Egan, James H.	Hotel Leiby—East side of Main street.	Dunbar, Pa.
Rush, F. M.	Hotel Leiby—East side of Main street.	Dunbar, Pa.
CITY OF CONNELLSVILLE—EIGHTH WARD.		
Devlin, William T.	Point Marion House—Penn street.	Point Marion, Pa.
Quartermont, Jules	Central Hotel—Corner Railroad street and Broadway.	Point Marion, Pa.
Guyaux, Peter J., Jr.	Central Hotel—Corner Main and Third streets.	Point Marion, Pa.
Mitchell, David W.	Hotel Leiby—On New Salem Road at Republic.	Republic, Pa.
Melua, John	Hotel Leiby—On New Salem Road at Republic.	Republic, Pa.
CITY OF CONNELLSVILLE—NINTH WARD.		
Adams, Frank E.	The Herberle House—Corner Water and Arch streets.	South Brownsville, Pa.
Cauley, James J.	Bear House—Corner Water and Bridge streets.	South Brownsville, Pa.
Shickula, Edward	Pennsylvania Hotel—Corner Water street and Cherry alleys.	South Brownsville, Pa.
Hubbs, Walter B.	Hotel Leiby—On New Salem Road at Republic.	South Brownsville, Pa.
Snyder, Geo. A. and Geo. W. Snyder.	Hotel Leiby—On New Salem Road at Republic.	South Brownsville, Pa.
CITY OF CONNELLSVILLE—TENTH WARD.		
Heath, Russell W.	Hotel Brunswick—Corner Main and Arch streets.	Uniontown, Pa.
Moran, James	Central Hotel—Corner Main and Arch streets.	Uniontown, Pa.
Reagan, Mary	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
Rush, Robert	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
Tiltow, Anna M.	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
Lee, J. W.	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
Hellen, Grace E., widow of William H.	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
Sample, Robert P.	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
Farnsworth, William H.	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
Reagan, John F.	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
CITY OF CONNELLSVILLE—ELEVENTH WARD.		
Miller, William A.	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
Owline, William J.	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
Heys, Roman H.	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.
CITY OF CONNELLSVILLE—TWELFTH WARD.		
Wright, Metzler Girls	Hotel Leiby—On New Salem Road at Republic.	Uniontown, Pa.

RICHARD DAVIS, Clerk of Courts.

FIREMEN HAVE A HARD FIGHT WITH BLAZE IN GALE

Wrestle For Two Hours With Flames in Two Small Establishments.

FRUIT STORE WIPED OUT

Store and Shop of Stahl Plumbing Company Are Heavily Damaged; Two Tables of Tri-State Telephone Company Are Burned Off; Losses \$1,500.

Fire of unknown origin, starting in the rear of the store of Tony Gigliotti on South Pittsburgh street about 5:30 o'clock Sunday morning, completely burned down the two story frame structure and did considerable damage to the plumbing shop of E. N. Stahl. The fire department worked about two and a half hours before finally extinguishing the flames, which were fanned up time after time by the high wind.

The fire was first discovered by John Harper, janitor at the Baltimore and Ohio yards, who saw the flames from his office. The whole rear of the fruit store occupied by Gigliotti was a fire when he noticed it and the little building was a mass of flames when the fire department arrived. Harper turned in an alarm from Brimstone corner.

On the arrival of the department at the blaze a second alarm was turned in to get the volunteers out. The plumbing shop, which is built snugly against the fruit store caught fire on the roof. The building, although being of brick, was roofed with tar paper. This was quickly eaten into by the flames. Had the roofing been tin the shop might have been saved. The firemen also had to turn their attention to buildings across the street, seeking them several times to keep them from burning, on account of the intense heat.

Two heavy cables of the Tri-State Telephone company were burned off soon after the fire had reached its height and numerous small wires fell into the street. Several of the firemen received shocks but none were seriously hurt, although the department considers it almost a miracle. When the wires fell into the street there was a fine exhibition of "fireworks."

Fireman Harry Henry received

bruises when he fell from a 12 foot ladder. He had carried a hose to the top of the fruit store and was playing it on the blaze when the ladder tilted backward, causing him to fall to the street. He was not able to report for work today.

The building occupied by the fruit store was owned by Henry Welch. Nothing but the foundation of it remains. Every article in the little store was burned. Gigliotti estimates his loss in stock of groceries, fruits and tobacco at about \$1,500. This is partly covered by insurance.

The fire in Stahl's plumbing shop was finally extinguished before it gutted that building. The heat broke several windows in the building and much of the stock was soaked with water. The net alligators which have been on exhibition in a tank in one of the big display windows were saved.

There is nothing to explain how the fire might have started. The only fire in the store was that in a small gas stove which Gigliotti always left burning at night to keep his stock from freezing.

WRIGHT-METZLER GIRLS

Are All Doing Their Bit in Knitting for Men in Service.

When it comes to knitting for the soldiers and sailors the girl employees of the Wright-Metzler company are surely doing their bit. The number of knitted articles completed by the girls in the different departments is as follows:

Sweaters 62; wristlets, 15 pairs; scarfs, nine; helmets, six; socks, 11 pairs; trench caps 10. Some of the knitted articles were turned into the Red Cross while others were sent to individual soldiers.

The Grim Reaper

DEMPSEY STRICKLER.

Following a lingering illness Dempsey Strickler, 74 years old, a former well known resident of Perryopolis, died Wednesday at 4 o'clock at the home of his daughter, Mrs. Thomas McDonough, at Swiswille. The body will arrive at Perryopolis Saturday morning at 10:30 o'clock and will be removed to the Church of Christ near where funeral services will be held. Interment at Matwoods.

WILLIAM SPRINGER.

William Springer, 64 years old, a well known resident of Dunbar township, died Tuesday at the home of Mr. and Mrs. Philip Wilkey, near Morrell, following an illness of pneumonia.

monia, contracted about a week ago. Mr. Springer came to Fayette county from Westmoreland and for the past 36 years had made his home with Mr. and Mrs. Wilkey. He never married. His nearest relatives are Misses Louise and Martha Babbage, cousins, of Eighth street, Greensburg.

MRS. SARAH A. GRIFFITH.

Mrs. Sarah A. Griffith, 75 years old, died Sunday afternoon at her home in Georges township. She is survived by her husband, William M. Griffith, a daughter, Mrs. Mattie Husted, of Scotland, one son, Joseph at home; two brothers and two sisters.

HENRY C. SHALLENBERGER.

Henry C. Shallenberger, 76 years old, burgess of Braddock and a former resident of Fayette county, died yesterday at his home following an illness of pneumonia. Mr. Shallenberger was born in Fayette county and in 1860 located at Braddock.

WILSON KELLY, SR.

Wilson Kelly, Sr., a well known resident of Brownsville, died Monday following an illness of Bright's disease.

WINFIELD SCOTT THOMPSON.

Winfield Scott Thompson, a well known Baltimore & Ohio railroad conductor, died Monday afternoon in the St. Francis hospital, Pittsburgh, following an illness due to nervous trouble. Mr. Thompson was taken ill four weeks ago last Thursday. The body arrived here Tuesday afternoon and was removed to the family residence in South Arch street, from where the funeral will take place Thursday afternoon at 2 o'clock, with Rev. G. W. Buckner, pastor of the Christian church, officiating. Interment in Hill Grove cemetery.

THOMAS P. BLACKBURN.

Richard P. Blackburn, 36 years old, died Sunday at the home of his parents, Mr. and Mrs. George Blackburn at Hopwood following a few months' illness. Funeral Tuesday afternoon at 1 o'clock from the home of his parents, with Rev. E. M. Miner of Dunbar officiating. Interment at Perry cemetery was twice married. His first wife, now deceased, was Miss Jennie Jacobs. His second wife was Mrs. Estella Blaney. Six children and four step children survive. Deceased was a brother of Mrs. Addis Triplett of Lemont.

WILLIAM DAVIS.

William Davis, Jr., a prominent resident of Greene county, died March 7 at Greensburg.

SAMUEL POUNDSTONE.

Samuel Poundstone, 72 years old, a well known resident of Fayette county, died Wednesday morning at the home of his brother, A. G. Poundstone, near Footedale.

ALVERDA SMITLEY.

Alverda Smitley, 18 months old, daughter of Mr. and Mrs. Peter C. Smitley of near Dunbar, died Wednesday at the residence of her grandfather, A. L. Smitley, Sr., at Dunbar.

GETTING OUT OF GEORGIA TO AN EMBARKATION CAMP HAS THRILLS ALL ITS OWN

Along With Hard Work, Excitement and Plenty of Fun
By the Way.

A FORD'S FUTILE ATTACK

Packing up, entraining and moving to the embarkation camp is an experience in the lives of the soldiers who have spent weeks or months in the training camps, which has excitement, thrills and humorous incidents all its own. These are depicted by W. F. Sherman, member of Hospital Unit, in the following written while en route from Fort McPherson, Ga., to "somewhere," whence the organization will embark for "Over There."

"Our first meal on board the train," writes "Bill," "was served at two o'clock. It consisted of cold boiled ham, stewed tomatoes, baked beans, bread, jam and coffee; not so bad. The other meals (there are two with us) didn't fare so well."

"You would have appreciated the scene that greeted us in 'White, Ga.' When we stopped there a minute ago. The whole town, white and negro, came down and lined the tracks. Such funny looking people you never saw!"

"Several boys and men were a couple of dollars richer when the train left from selling apples and peanuts to the soldiers. They say we are coming to a regular place now. I can look out of the window and see a big high school and everything, but now it's all past, so it couldn't have been a regular place after all."

"Back in the rear of the car, as we pass through 'Winder, I hear someone exclaim: "rather 'petulantly.' For Heaven's sake, Kittie, were playing bridge; didn't you ever come into a town before? To which comes the answer: 'No, not this one.'"

"The girls in an overall factory gave the fellows a nice reception as we went through. The outskirt of the burg reminds one of Lethersburg," Pete Eicher, who is still with us, remarks. "The same Pete wants to take a nap but doesn't like to trust his head to the 'pussy-looking' mattresses. That word is not pronounced like the one meaning 'kitty' but is derived from puss, meaning goo that comes out of wounds, etc. Everything is 'pussy-looking' in the army of course."

"More people are standing on their front porches to see us go by. Winder seems to be quite a place, but such funny-looking girls!"

"The fellows always call everybody they see by the name of someone in the unit. Any odd looking woman that passes is greeted with 'Hello, Mrs. McCullough,' or 'How do, Mrs. Latimer,' and every negro is called after someone in the outfit."

"At the rate we're going, now the war will be over before we get out of Georgia. I don't know whether the engineer gets dizzy whenever he gets up above 15 miles an hour and has to stop until he recovers his equilibrium. The engineers and fireman are now standing alongside the tracks warning themselves at a wood fire. The place they chose to stop at looks very much like Nowhere."

"Pennsylvania and Western Maryland cars passing on a southbound train give a homelike aspect to the otherwise strange scenery."

"Getting ready to move, especially when everything indicates that you are going somewhere near a port of embarkation for 'Over There,' covers a period, poignant with unsurpassed excitement, as I remember a Uniontown reporter described an election day some years ago. First there is a week or more in which vague rumors that we're going to leave float around. When you're packed up ready to go once, and then told you're not to leave, you don't put much faith in idle rumors but they cause a lot of talk, nevertheless, but when officers begin to drop broad hints about 'getting out soon,' betting as to the probable date begins. All kinds of 'gossip' is peddled around. No matter what anybody hears, the whole detachment gets it eventually. Everything is finally settled by a definite announcement 24 hours before the time of entrainment. Then begins the actual preparation."

"Barracks bags, those commodious blue-drilling sacks that Army men get instead of trunks, have to be packed. Everything that is not needed for traveling goes in them and they actually serve a purpose other than of hiding places for dirty clothes on inspection days."

"Our train is stopped again, this time because a Ford touring car tried to stop the advance of our expeditionary force—with the same result that the Germans will achieve when they try to impede the onrushing Americans. The machine was badly smashed but the driver was not hurt much. The incident, though trifling, will further delay us in getting out of Georgia."

"For these things that are necessary to comfortable existence while traveling, ration bags and blanket rolls are provided. The blanket rolls are made up of one or more blankets, towels and other toilet articles, extra underwear and whatever else can be gotten into them. The shelter halves makes a waterproof covering for the blanket rolls. In the ration bags are packed mess kits and other miscellaneous articles most needed while traveling. The blanket rolls are strapped about the barracks bags and the whole package slung over the shoulders."

"The makeup of blanket roll and barracks bag is left pretty much to the individual soldier's taste, but there is a good deal of rivalry in making up neat packs. There is a delightful thrill to the whole business, packing up to go somewhere, the location of which is not divulged, is an experience that appeals to the imagination. But it's not all drill, there's work and lots of it to be done. The barracks

must be scrubbed, bedmats emptied of straw, rubbish removed, the travel rations prepared and transported to the baggage car, these and scores of other things have to be done."

"But, at last, the moment comes, the time of entrainment rolls around, the company is lined up for the last time on that particular company street and after a final 'good-bye' to the barracks and other companies rather emotionally look on and wish the departing ones 'the best of luck.'"

"As I said before, it's a wonderful experience and I am sure that the young men with all the zest of youth and anything but dignified privates. "People along railroad lines to eastward points, especially the direct routes, lay in wait for the troop trains which pass through at frequent intervals for they have learned that the soldier is a liberal spender and they prepare all sorts of things to eat as so much per each. On the train there isn't much to do but eat and sleep and as there's a lot of time for sleeping at night, it's only natural that waking hours should be devoted to overworking the stomach."

SEEK PIG PERMITS

Demand Indicates Some Will Take Advantage of City Ordinance.

City Ordinance No. 10, which is now in effect, requires that all persons who own or keep pigs in the city of Connellsville, Pa., must obtain a permit from the Board of Health. Several persons have secured the proper permits and their sanitary pens have been approved by Health Officer George Hetzel. Others, the officer says, already have their pigs but have not completed their pens.

Persons who have bought the young pigs, previous to the building of the pens in which to keep them have been warned that they must make immediate preparations for raising the hogs and secure the proper permits. Under the ordinance, if a person is found to have a pig in the city without a permit, the pig will be taken to the pound and the owner will be fined. Some persons are temporarily keeping the hogs in their barns.

TO BE REARED AMERICANS

German Widow of Fayette County Brings Children Here.

Mrs. William S. Cook, widow of a former Fayette county man who died while in Germany, has brought their two children to Tippecanoe, Fayette county, to live with their grandparents.

Mrs. Cook was in Germany for several years, being manager of the Carborundum company at Cologne. Six years ago she married Mrs. Cook, a native German woman, and to this union two girls were born. The Cooks were preparing to leave Germany when the United States entered the great world war but on May 2, Mr. Cook died. Almost the last request before his death was that Mrs. Cook bring their two little girls to their grandparents at Tippecanoe, Fayette county, Pennsylvania, and rear them as Americans.

LIGHTBURN BUYS HOME

West Side Man Takes Over J. C. Long Property in Sixth Street.

Charles B. Lightburn of Tenth street, West Side, a foreman for the Connellsville Manufacturing & Mine Supply company, has purchased the James C. Long home in Sixth street. The Lightburns will occupy the place April 1. Mr. Long will remove to the Well Long home in First street. The sale was made through the firm of A. E. Waggoner & Company.

Another sale announced is that of the lot of A. C. Carson, of Canfield, O., in Crawford avenue, West Side, to E. E. Washington for \$700. Mr. Washington intends to build on the lot.

MARKLETON FIRE

Being Investigated by Army Officers on Duty at the Sanitarium.

The army officers stationed at the Markleton sanitarium are making an investigation to ascertain the cause of the fire which damaged that institution to the extent of \$25,000 on Tuesday.

First reports indicated that the blaze started from a defective fuse or crossed electric wires. Both theories were abandoned when it was discovered the flames originated in a section of the building far from the fuse and that the electric current had been cut off from the hospital several days ago.

FAYETTE BAKERS WARNED.

Two Reported to be Using Flour Without Substitutes.

Two bakeries in Fayette county reported to be baking wheat flour bread without mixing substitutes were warned by Food Director Charles L. Davidson yesterday that a continuation of the practice would result in drastic action. The offending bakers are said to have given as their reason for violating the regulations their inability to secure substitutes. Inasmuch as all bakers were given extended notice of the substitute regulation, Food Director Davidson told them that lack of substitutes could not be accepted as an excuse.

Acting as Chief Clerk.

Traveling Coal Freight Agent J. C. McCormick is this week acting as chief clerk to W. L. Cromlish, coal and coke agent of the Baltimore & Ohio railroad at Pittsburg.

WOMEN OF SOUTH CONNELLSVILLE TO AID RED CROSS

Arrangements Completed For Bazaar and Supper on Friday, Next Week.

COMMITTEES ARE NAMED

Movement is First Concerted One in the Sister Municipality for the Cause and Local Men and Women Have Joined to Make It a Success.

The women of South Connellsville are making preparations for giving an entertainment and fancy work bazaar combined, something new in the line of raising money for Red Cross purposes. The attraction which is under the supervision of Mrs. Charles Carson, will be held Friday, March 13, beginning at 7:30 o'clock in the rooms of the South Connellsville schools.

The entertainment is the first of any real movement in South Connellsville towards helping the Red Cross and is stirring up much interest. Many women from this city have been named as patronesses of the affair and the entire proceeds will go to the Connellsville chapter. All articles to be sold at the bazaar will be donated.

During the evening the entertainment to be given will consist of singing by Miss Florence Lomon of Uniontown; band selections; readings by Mrs. L. S. Michael and J. M. Cecil; and also singing by a quartette. Bala B. Smith will make a Four-Minute speech during the evening, and J. Fred Kurtz, chairman of the Connellsville chapter, will give a short talk on Red Cross work. The bazaar is open to the public and the women expect to have a record-breaking crowd in attendance.

During the evening two service flags will be dedicated, Rev. C. L. Richardson will make the dedicatory address. One flag will be dedicated to the students of the Gibson, high school that have entered the service and the other to the South Connellsville firemen.

The following persons have been selected as chairman of the different committees:

John Davis, entertainment; Prof. J. C. Beck, reader of program; Mrs. Violet Ream, tables; Mrs. Grace Adams, decoration; Mrs. Pearl McClanck, fancywork; Mrs. Samuel Lee, country booths; Mrs. J. M. Cecil, Red Cross booth; Mrs. E. J. DeBolt, Mrs. M. R. Vance and Glenn Cadenwallader, refreshments.

The following women have been named patronesses:

Mrs. W. J. Bailey, Mrs. J. F. Kerr, Mrs. F. W. Wright, Mrs. W. P. Clark, Mrs. Earl Sherrick, Mrs. W. R. Clauser, Mrs. J. B. Davis, Mrs. Margaret Eicher, Mrs. Harry Crossland, Mrs. Martha Cypher, Mrs. Ella Cook, Mrs. J. M. Cochran, Mrs. George Campbell, Mrs. Fred Gilbert, Mrs. E. W. Homer, Mrs. A. B. Kutz, Mrs. H. W. Leaslie, Mrs. W. M. Muir, Mrs. Earl Moore, Mrs. H. L. Pieroll, Mrs. A. B. Pieroll, Mrs. A. L. Sivill, Mrs. A. A. Clarke, Mrs. Dora Cooley, Mrs. J. A. McCrory, Mrs. Logan Rush, Mrs. Maude, Mrs. J. W. Wylie and Mrs. W. A. Bishop.

PARTY FOR JUNIORS

Members of Lisenberg Sunday School Guests at West Side Affair.

Mrs. C. W. Beerbower, of Monarch and Mrs. David Irwin, were joint hostesses at a peanut party Saturday afternoon at Mrs. Irwin's home in North Sixth street, West Side, in honor of the junior girls of the Lisenberg Sunday school. Various amusements were indulged in and a most enjoyable time was had. Miss Lucille Beerbower and Miss Mabel Worthington were awarded the prizes in peanut sewing contest. Attractive appointments, significant of Saint Patrick's Day, prevailed in the decorations and the daintily appointed luncheon. The favors were shamrock baskets filled with peanuts. Games were Miss Margaret Worthington, of Mammoth; Miss Gladys Haney of Dawson and Miss Sarah Hooper of the West Side.

CAMPAIGN PROGRESSES

M. E. Church Has Raised \$1,500 of \$10,000 Debt Fund.

The campaign of the Methodist Episcopal church to raise \$10,000 by June 1 to wipe out the church indebtedness is progressing satisfactorily. The following committee has been entrusted with the collection of the fund, of which \$1,500 has been raised: J. B. Davis, Harry Dunn, A. A. Clarke, A. B. Kutz, F. W. Wright, B. F. Smith, A. C. Herwick, A. W. Bishop, John McCoy, G. S. Connell, F. D. Munson, E. W. Horner, W. G. Kaufman, J. J. Buttermore and H. L. Carpenter.

LINDLEY TRIAL MARCH 18

On April 22 Breach of Promise Suit Against Him is Scheduled.

The trial of Frank M. Lindley for the murder of Frank A. Barker in Connellsville the night of December 18 has been postponed from March 11 to March 15.

On April 22 in common pleas court is to be tried the \$20,000 breach of promise suit of Miss Fessie Bigam of Connellsville against Lindley.

Miss McDuffett in Washington.

Miss Anna McDuffett of the West Side left Thursday for Washington, D. C., to accept a government position. On March 14 she will take up clerical work in the department of agriculture. Miss McDuffett is a former teacher in the local schools. Her sister, Miss Myrtle McDuffett, is in the service of the government in Washington.

Subscribe for The Weekly Courier.

Applications for Liquor License.

Notice is hereby given that the following persons have filed petitions for licenses in the office of the Clerk of the Court of Quarter Sessions of the Peace in and for the County of Fayette, State of Pennsylvania, to sell vinous, spirituous, malt or brewed liquors, or any admixture thereof, accompanied by bonds, certificates of citizens, etc., which will be presented to said Court for hearing and determination on the first Monday in April, 1918.

DISTILLERS' LICENSE.

Perry Distilling Company	That certain two-story brick building, 26x40, on premises of Distillery Company and about 100 feet distant from the Distillery.	Brownsville, Pa.
White Rock Distilling Company	CITY OF CONNELLSVILLE—FIRST WARD. First floor of a certain two-story brick building, on the East side of South Arch street, between Fairview avenue and South alley.	Connellsville, Pa.
Connellsville Distilling Company	CITY OF CONNELLSVILLE—THIRD WARD. First floor of a certain one-story brick building, on the Southeast corner of Mountain alley and Grace alley.	Connellsville, Pa.
Overholt, A. & Co.	A certain four-story brick building known as the Free Warehouse at Broad Ford, adjoining Distillery premises.	Fricks Building, Pittsburg, Pa.
Messmore Distilling Company	That certain two-story frame building, situated at Messmore, in German Township, bounded on North by lands of C. L. Golden and Grant Huhn, on the South by A. C. Ross and on the West by the Pennsylvania Railroad Company, and on the East by the land of Hugh McWhirter West by lands of A. C. Ross.	Messmore, Pa.
The Gray Distilling Company	That certain two-story frame building, 24x32 feet, fronting on Harvey street or avenue and located on a lot or parcel of land situated in German Township and Mountaintown Borough, fronting 150 feet on said Harvey avenue and extending back in a southerly direction 250 feet, more or less to land of Deane & Sons, and bounded on the East and West by land of Simon Stillwell.	Maestown, Pa.
Fairhance Distilling Company	That certain one-story frame building on Moore avenue, adjoining lands of Peter Trojan heirs, at York Run.	Georges Township, Pa.
Stewart Distilling Company	A certain one-story frame building, on premises owned by applicants, containing three (3) acres, and bounded by lands of C. J. Garwood, Johnson R. Van Kirk and Lucetta Skinner, on the public road leading from Brownsville.	South Brownsville, Pa.
Monongahela Distilling Company	That certain two-story frame building, situated on a lot of ground in Luzerne Township, Fayette County, Penna., bounded on the North by the Monongahela river, on the East by lands of A. C. Ross, on the West by lands of A. C. Ross, and on the South by the Monongahela railroad, upon which are erected a three-story brick distillery building, two-story brick bonded warehouse and a two-story frame sales room and office building.	Brownsville, Pa.
Hoover, Robert J., doing business as Hoover & Moore	That certain one-story frame building on premises owned by applicant, and about one hundred (100) feet from his Distillery.	New Salem, Pa.
Bill Fritz Distilling Company	That certain frame building, 30x12, on property of Bill Fritz Distilling Company on the road leading from Indian Head to Trout.	Near Run, Pa.
Hamberger Distillery, Limited	A certain two-story brick building known as the Hamberger Distillery on Water street.	South Brownsville, Pa.
Arch Distilling Company	Distilling premises upon which are erected a four-story brick distillery building, a six-story warehouse and a two-story brick sales room and office building, on Arch street.	Uniontown, Pa.
Guyaux, Peter J., Sr.	Distilling premises on which are erected a three-story brick distillery building, a brick warehouse and a three-story brick sales room and office building on Peter street, formerly known as the Tidlow Distilling Company.	Poist Marion, Pa.
Johnson, Daniel J.	That certain two-story frame building on the South side of the old Connellsville or Penn street, about thirty feet East of the Fairmont, Morgantown & Pittsburg Railroad, near Distillery premises.	Uniontown, Pa.
Vanderbilt Distilling Company	Or previously that certain one-story brick building, on the South side of Penn street in the Second Ward of the City of Uniontown, bounded on the East by lot of Frank Monaghan, South by lot of E. A. Hibbe and West by lot of C. H. Beall's heirs, near the Distillery premises of your petitioner.	Uniontown, Pa.
	A two-story frame building on a certain lot of ground adjoining the Distillery premises, fronting 33 feet on Bank street, and 105 feet on Plum alley.	Vanderbilt, Pa.

BREWERS' LICENSE.

Yough Brewing Company	That certain new brick brewery on Arch street, known as the Yough Brewery.	Connellsville, Pa.
Pittsburgh Brewing Company	CITY OF CONNELLSVILLE—THIRD WARD. The brewery premises of your petitioner, bounded by Murphy avenue, Eighth street, Pulaski street and right-of-way of the South West Pennsylvania railroad.	Oliver Building, Pittsburg, Pa.
Masontown Brewing Company	That certain premises of your petitioner, consisting of a certain tract of land close to the Borough of Masontown, adjoining the lands of Esplanade, the Monongahela River and Pennsylvania railroad, upon which is erected a large brewery building and other necessary buildings connected therewith.	Masontown, Pa.
Johnson Brewing Company	That certain tract of land near the village of New Salem, containing 5.016 acres, upon which are erected a four-story brick brewery building, and other necessary buildings connected therewith.	New Salem, Pa.
Republic Brewing Company	The brewery premises of your petitioner, consisting of a lot or parcel of land, situated at Orient, in Redstone township, Fayette county, Pennsylvania, adjoining lands of Republic Iron & Steel Company, Peoria A. Griggs and others, and upon which are erected a four-story brick brewery building, frame bottling house, and office and frame stable.	Orient, Pa.
Brownsville Brewing Company	The brewery premises, consisting of a two-story Brewery building, and other necessary buildings, erected on a parcel of land, being Lots 5, 8, 9, 10, 11, 12, 13, 14 and 15 of a portion of Lots 12, 13 and 14 in T. F. Cox plan of lots.	Brownsville, Pa.
Labor Brewing Company	The brewery premises of your petitioner, consisting of a lot of ground, upon which are erected a five-story brick brewery building, and an office building, and on a lot included in above ground is erected a bottling house, all situated on the West side of Pittsburgh street.	Uniontown, Pa.
Pittsburgh Brewing Company	The Brewery premises of your petitioner, situated on the East side of North Beacon avenue, adjoining lands of the B. & O. railroad and others.	Oliver Building, Pittsburg, Pa.
Fayette Brewing Company	The Brewery premises of your petitioner, consisting of a lot of ground bounded on the North by Fayette street, on the East by the right-of-way of Isaac Benson, deceased, and upon the West by land of the heirs of W. A. Donaldson, deceased, upon which is erected a four-story brick Brewery building, bottling house and stable.	Uniontown, Pa.

RICHARD DAVIS, Clerk of Courts.

ARMY TRUCKS MAY SOON BE RUNNING THROUGH THE CITY

Scheme is in Line With Plans of the State Committee on Public Safety.

Army trucks may yet run through Connellsville, using the Greensburg-Uniontown route which goes through the heart of this city, as the connecting link between the National Pike and the Lincoln highway. The Highway Transportation Committee of the Council of National Defense at Washington has notified the Committee of Public Safety at Philadelphia that the suggestion of G. S. Connell, secretary of the county committee on Public Safety, relative to the use of the National Pike as an alternative route for army trucks, is directly in line with plans which the Council of National Defense has in mind.

Mr. Connell recently wrote to the Council of National Defense suggesting that the army trucks use the National Pike as an alternative route and also stated the possibility of using the Uniontown-Connellsville-Greensburg route as the connecting link between the pike and the Lincoln highway. The suggestion has met with the approval of the defense council.

The pathfinder car, Mr. Connell has been notified, is preparing to start on a return trip over the National Pike and he has offered to meet the car at any point on the pike to accompany it over the proposed route. The car is making the trip to determine the best route which the government could use from the Central States to the seaboard.

PENNSYLVANIA LEADS

In War Savings Stamps Purchases and Western End is Banner Section.

Pennsylvania is leading all other states in the purchase of War Savings Stamps and the western end of the state is the banner section in this respect.

The reports show that more than 75 per cent of the population in western Pennsylvania have invested in the "baby" bonds.

Subscribe for The Weekly Courier.

DUNBAR BOY IN FRANCE TELLS OF VOYAGE ACROSS

Harry R. Wilson Didn't Miss a Meal and Says He is Making Best of Soldier Life.

Writing to his parents, Harry R. Wilson, Dunbar boy "Somewhere in France," says in part:

"Am settled and working very hard. The work is more satisfactory than at Fort Harrison, Ind., as we have more money, materials and equipment. We have very little in America about artillery as compared with the French. They have devices for calculating everything that far exceeds anything we have in America in that line. I am enjoying my work very much, though I am very busy. The school is a very old one, and has some of the best instructors in France. The French people are courteous, congenial and industrious."

"The women are doing most of the farming. Even after three years of war the farms are well kept. The trip was very rough but pleasant in many ways. The ship was one of the best in the service, but even at that you have many misgivings when you hear the angry water lashing against the sides with only some steel and iron between you and it. Many were seasick but I managed to eat all my meals and keep them down."

"We have plenty to eat but nothing is wasted. Coal and other fuel are at a premium. The rules are very strict. You can't get away after 7 o'clock in the evening and not at all in the morning."

"The people here think it will not be a great while before the war is over."

BAND CONCERT APRIL 22

High Class Entertainment for the Public is Being Arranged.

Director John B. Gaster announced today that the fifth annual concert of the Connellsville Military band will be held in the high school auditorium the evening of April 22.

The program has not yet been arranged but the event will be of the usual high class, Mr. Gaster said.

MEMORIAL WINDOW IN NEW M. E. CHURCH FOR BOYS AT FRONT

Thousand Dollars to be Raised for the Purpose Under Plan Announced Today.

A fund to purchase a memorial window in honor of the boys of the Methodist Episcopal church who are in the service will be raised immediately. The window will be placed in the new church.

The amount of the fund has been placed at \$1,000, \$500 of which will be used to take care of the subscription made by the Young Men's class, which has since been disbanded on account of so many members of it joining the colors. The remaining \$500 will be used to purchase the window.

The raising of the fund will be in charge of W. S. Behanna and James McCains, both teachers of Young Men's classes.

MCCORMICK TRANSFERRED.

Will Do Outside Work on Filing of Income Tax Returns in Uniontown.

Ralph W. McCormick, a field deputy of Internal Revenue Collector C. G. Lowellyn's force of Pittsburg, who has been assisting here in filing income tax returns of Connellsville citizens, has been transferred to Uniontown.

He will assist in the outside work there.

Date of Election Set.

The week of April 8 was today fixed for the election of Mike Upde of Westmoreland county, convicted of murder in the first degree.

Have You Coal Land for Sale? If so, advertise it in The Weekly Courier.

Attorney-at-Law.
GEORGE M. HOSACK, ATTORNEY-AT-LAW, Office, Suite 1105, Park Building, Pittsburg, Pa. Telephone 1942.

Don't Gamble With Time

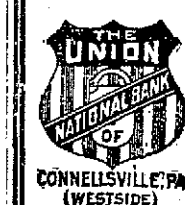
Every day you delay starting a savings account you lose something in interest. And you may also lose some big opportunity to better yourself just for lack of a little money. Money ahead of you will give you confidence in yourself and give other people confidence in you. \$1 starts an account. Liberal interest.

FIRST NATIONAL BANK

129 W. Crawford Ave., Connellsville.

"The Bank that Does Things for You"

Checking Accounts Invited.



HOW A LITTLE BOY SAVED HIS FIRST \$100.

A prudent father gave his little son a practical lesson in saving by opening an account for him with us for \$5.00 and advised him to save every spare nickel and dime. The little boy did this and made regular deposits. It was not long before he had \$100 to his credit.

What this boy did, other boys can do.

UNION NATIONAL BANK

DECISIVE DEFEAT OF THE HUN IS ONLY SALVATION OF CIVILIZATION, ASSERTS TAFT

May Mean Years of War and Great Sacrifice, But It Must Be, He Declares.

PACIFISTS ARE ARRAIGNED

There Can Be No Half Way Peace If World Is To Be Made Safe, Asserts Former President; Whole Course of the United States Strongly Defended.

Sweeping arraignment of Germany for her invasion of the rights of the civilized world and appeal to the people of Fayette county and the state and nation to prepare themselves for a battle to the finish with the chief of the Central Powers were the highlights of addresses by former President William Howard Taft Thursday afternoon in the West End theatre and Central Christian church of Uniontown, which was followed by a heart to heart talk to the members of the Fayette County Bar association Thursday evening at the Uniontown Country club. The ex-president also spoke to the students of the Uniontown high school, predicting their participation in the struggle.

Germany is the real foe of the United States and the world the former president said. She may have some companions, some traitors, but she is the real enemy—a threat to civilization, a menace against permanent peace of the world and the integrity of every democracy of the world.

Taft opened his address at the theatre by contrasting this war with others involving the United States and pointing out the difficulties of getting the mass of people—3,000 miles from the scene of the conflict—to realize the very life of the free peoples of the world is dependent upon its outcome. Pacifists were frowned upon. Germany, he said, will attempt to work up an undercurrent here—has been attempting it with some success—in opposition to the war. There will come a time, he said, when great sacrifices are required that there will arise the disposition for peace—an inconclusive peace. Germany will foster the movement. Looking into the future Taft declared that now is the time to anticipate that move on the part of the so-called pacifists, more times than not pro-German masqueraders.

The three years of war before the United States finally became involved were reviewed and the incidents leading to the declaration of hostilities related, including the sinking of the Lusitania. The former president defended the sale of munitions to the allies as in strict conformity with international law. Referring to Count Von Bernstorff, the former German ambassador at Washington, the speaker pronounced him a "snake and spy." On the Russian situation Taft said: "Russia, at the opening of the war was an autocracy. She then became a democracy, so called. Now what is she? A seething mass of human protoplasm, of wild, ignorant peasants and citizens led by the wildest dreamers and now under the heel of the German Kaiser."

A warning to the American people to prepare for sacrifices and to steel their hearts for what is inevitable, was Mr. Taft's final message.

"We have done much," he said, "but we are rich and contributions of our wealth have hardly been missed. There will be many sacrifices asked and exacted before we are through. They are inevitable. They are bound to come. It is then, as I see it, that the real American spirit will arise. It will surmount all those obstacles and will the American people into one compact body for the attainment of the goal which we must reach before we sheath the sword. It will carry us through to victory."

Eighty-five guests sat down to the tables at the country club for the banquet. Senator W. E. Crow was toastmaster. The address of the former president was largely reminiscent, dealing with his career as a lawyer. Touching on the Russian collapse he said:

"Now we hear in this country, we hear at every hand, that this war is going to revolutionize society, and when a good many men say it is going to revolutionize society they mean it is going to result in an entire change in the system of law under which we have been living; that it is going to reverse the rules of property; that it is going to result in a division, and it means a trend toward Socialism of a character much more pronounced and radical than any we have had heretofore. I don't know how much of an effect upon that tendency the exhibition of the Bolsheviki in Russia is going to have. They, wild, dreaming fools, with a system of government that never can work on sea or land, rushed in with a proletariat 80 per cent of whom could not read or write, with a power that resulted from the guns being in the hands of just that proletariat, seized the government, and what have they done with it? They have betrayed their country and they have put themselves under the hands of the worst tyranny that modern history presents."

Turned by Acid.

Carelessness on the part of some one unknown who left sulphuric acid in a test tube in the North Union high school laboratory resulted in what might have been a very serious accident when Miss Olive Asendorf, daughter of Mr. and Mrs. John H. Asendorf and a pupil in Wednesday afternoon's chemistry class, put a test tube containing what she thought was water to her lips and tested it, scorching her underlip, tongue and throat.

WAR WILL LAST THREE YEARS; TRELLER BELIEVES IT

TAFT TELLS STUDENTS.

Thousands of young men now in high schools throughout the country will be in the first line trenches before the close of the war, former President William Howard Taft declared Thursday in an address before the Uniontown high school students in the school auditorium.

He touched on the sacrifices being made by Americans and asserted that still greater sacrifices would have to be made before the war is over.

"The war will last three years more," he said, "and many young men in our high schools will be in the first line trenches before the close."

"Peace at any price" was denounced by the former president, who urged all to get behind the government and win the war.

FORMER LOWER TYRONE MAN, PRESBYTERIAN MINISTER, IS DEAD

Rev. J. A. Oldland Succumbs to Attack of Pneumonia in West Virginia Hospital.

While attending a convention of the Presbyterian church, Rev. J. A. Oldland, 40 years old, pastor of the Presbyterian church at Spencer, W. Va., and a former well known resident of Lower Tyrone township, contracted pneumonia from which he died Wednesday afternoon in the Roanoke county hospital. Rev. Oldland was not well when he left for the convention, and soon after his arrival there he was removed to the hospital. His brother, James Oldland, of Blitzer, and his brother-in-law, James Dolan, of Emerson, on learning of his illness left at once for the hospital. On their arrival Rev. Oldland was surprised, stating that he was not very sick. Believing his condition not to be serious Mr. Dolan and Mrs. Oldland returned home, later receiving word of Rev. Oldland's death.

Rev. Oldland was born and reared on a farm in Lower Tyrone township, the eldest son of Mr. and Mrs. William Oldland. He was educated at Grove City College and later was graduated from the Western Theological seminary. He took a post-graduate course at Princeton and the Western Theological seminary. Rev. Oldland entered the ministry about seven or eight years ago. He was unmarried and was a member of the Tyrone church, of which his father is an elder. In addition to his parents he is survived by the following brothers: James, of Blitzer; William, formerly of Juniata; Abraham, at home, and two sisters, both residing at Emerson. Funeral Sunday afternoon from the Oldland residence, with interment in the Scottdale cemetery.

DRAFT EXAMINATIONS

Scottdale Men to Be Put Through Tests Next Thursday.

SCOTSDALE, March 8.—Physical examinations of men in Class 1 of the selective service began in Local Division No. 7, of Westmoreland county today at Herminie.

Examinations will be held at West Newton, the headquarters of the board, tomorrow, Saturday, March 9, at the school building.

It had been expected that the examination for Scottdale would be held on Tuesday in the Y. M. C. A. building, but West Newton announced yesterday that it was impossible to send out the individual notifications in time, so the examination will be held next Thursday, March 14.

PERRY HAS GOOD RECORD

Township Students Buy Largely of War Savings Stamps.

Students of the Perry township schools purchased during the month of February war savings stamps amounting to \$2,518.84, with the Star Junction school leading with a total of \$875. The Summer hill school came second, having purchased \$238 worth. The schools commenced to purchase war savings stamps the middle of January and since that time have invested \$4,400.59. During the month of February 186 new members were received, making a total membership of 640.

SUCCESSFUL SALESMEN

Mail Carriers Making Good in the Selling of Thrift Stamps.

Mail carriers in the city are making successful salesmen of War Savings Stamps and good returns are being made by some of them. No totals of any of the carriers are available but it is certain that quite a sum of money has been collected. The carriers sell their stamps while covering the routes in the city.

Some of the men evidence much interest in the selling campaign and go after a customer with much energy.

Held for Manslaughter.

Miss Margaret Small, aged 20, teacher of a school in Penn township, Westmoreland county, has been held for court trial on a charge of manslaughter following the death of Esther Holmes, aged 14 years, which resulted, it is alleged, from a blow from a paddle with which Miss Small chastised the child.

SCOTSDALE GIVES TAFT SILK FLAG

Former President Makes Short Speech at Mill Town From Trolley Car.

HIS STOP HERE IS BRIEF

Small Crowd on Hand to Greet the Ex-Chief Executive, Plans for His Passage Through County Having Been Changed; Spoke in Uniontown.

William Howard Taft, ex-president of the United States, went through Connellsville at 11 o'clock Thursday on a special West Penn street car. It had been the intention of the reception committee to make the trip from Greensburg to Uniontown by automobile, but the machine sent for the speaker broke down before it reached Greensburg. A quick change of plans was necessary and a special West Penn street car was chartered.

There was no demonstration in this city, the car stopping for only a few minutes. There was only a small crowd at the West Penn station to meet the car, it not being generally known here that Mr. Taft was going through via the West Penn. Some members of the county bar association boarded the car here. On the special car were Senator W. E. Crow, Judge J. Q. Van Swearingen, Judge R. H. Reppert, Judge J. C. Work, R. W. Playford, M. H. Bowman, John Lynch, R. E. Umbel, A. P. Austin, C. S. Harsh and A. C. Hagan, composing the reception committee which met Mr. Taft in Greensburg.

A crowd of several hundred persons had congregated at Broadway and Pittsburgh street when the former president reached Scottdale. Mr. Taft came to the platform of the car, beaming as he always does, waved a greeting to the assemblage and made a brief speech.

Like in all his public disquisitions he urged the people to stand shoulder to shoulder to win the conflict, declaring that there is no doubt as to the outcome with a united America facing the Kaiser. It may be necessary, he said, for the people to endure many hardships in the next three years, but assured there is no other road to victory.

A notable feature of the visit was the presentation to the former president of a small American flag in behalf of the Scottdale Red Cross. The presentation was made by Miss Caroline Clinegorman, daughter of President W. H. Clinegorman of the H. C. Frick Coke company.

WEIGHT LIMIT

Of Parcels Post Packages to Be Increased to 70 Pounds.

By order of the third assistant postmaster general the weight limit of parcels post packages on and after March 15, will be increased to 70 pounds for delivery within the first, second and third zones, and to 50 pounds for parcels for delivery in other zones. No package shall be greater in size than 34 inches in length and girth combined, nor in form or kind likely to injure the person of any postal employee or damage the mail equipment or other mail matter, and not of a character perishable within a period reasonably required for transportation and delivery.

The increased weight limit does not apply to parcels sent to soldiers serving abroad. Such parcels cannot exceed seven pounds.

58,766 AUTOMOBILES

Owned by the Farmers of Pennsylvania Out of a Total of 300,000.

Statistics compiled by the Bureau of Statistics at Harrisburg show that the farmers of Pennsylvania own 58,766 automobiles out of 306,001 Pennsylvania licensed cars licensed during 1917.

Berks county leads the state with automobiles on the farm, the number being 2,088; Cameron county has the smallest number, 33. In Fayette county there are 764; Westmoreland with 1,378 almost doubles Fayette's total, but the farmers of Somerset evidence their greater prosperity by owning 1,575 "buzz wagons." Greene county boasts 386, or 122 more than Fayette county.

FARM TRACTORS

Will Be Bought by State Public Safety Committee and Rented to Farmers.

The State Public Safety Committee yesterday made an appropriation of \$50,000 for the purchase of tractors to be rented to farmers in need of farm labor by the State Department of Agriculture at as low rates as possible.

The first purchase will include 25 machines and others will be added from time to time as needs require.

TO BE SCOUTMASTER

Lambert Will Take Charge of Boy Scout Troop No. 5.

Aquila Lambert, formerly assistant scoutmaster of the Boy Scout troop No. 5, has been made scoutmaster of that troop. Since Ralph Silger left for Camp Lee, where he is in training, the troop has been without a scoutmaster.

The scouts are still short of leaders, however, and two more scoutmasters could be used immediately. Scout Commissioner A. O. Stone has a man in line for one of the positions but could easily use more.

FARM BUREAU TO DEMONSTRATE THE USE OF TRACTORS

Utility of Machines in County to Be Shown at Farm Near Uniontown on March 20.

The Fayette County Farm Bureau has arranged for a tractor demonstration on March 20 on the farm of W. M. Thompson, near Uniontown for the purpose of acquainting the farmers with the best type of machine for use in this territory. It will be the first demonstration of the kind ever held in the county and is expected to attract general attention. Every farmer in the county interested in the use of the gasoline or oil driven machines for farm work is invited to be present. If the weather is unfavorable the demonstration will be given the next favorable day.

P. E. Dougherty, extension representative of the Farm Bureau, said several makes of tractors would be demonstrated. "We are of the opinion that tractors can be worked on the average farm in Fayette county," said Mr. Dougherty, "although it is a question whether all makes will work as effectively as others."

"Considerable interest is being manifested this year in tractors and many people are talking of purchasing," added Mr. Dougherty, "therefore it is our idea to have all the different makes demonstrate their machines in the same field so that all farmers may have an opportunity to look over the machines, and study the different makes before purchasing one for their farm."

SECOND RED CROSS DRIVE

Will Begin May 6 to Raise Another \$100,000.00 for the Work.

The war council of the American Red Cross announced that a campaign to raise another \$100,000.00 will begin on May 6 and continue through that week.

In the first drive, which was conducted during the week beginning June 16 last year, the American people pledged approximately \$100,000.00 to the American Red Cross.

To date approximately \$37,000.00 has been appropriated for war relief work. To keep up this work, which includes services rendered to the allies as well as to the fighting men of our own country, will require at least \$100,000.00.

When the first hundred million war fund was raised less than a million Americans were active members of the American Red Cross. Today close to 25,000,000 Americans are enlisted.

EXCEPTIONS REVOKED

Every Locality to Be Treated Alike on Flour Baking Rules.

All exceptions to the food administration rule requiring the purchase of an equal amount of substitutes with each purchase of wheat flour were revoked yesterday, because of the necessity of conserving wheat for the allies. The entire country thus is put on a parity in regard to buying of wheat flour. Exceptions to the rule had been allowed in certain localities where substitutes are little known and hard to obtain.

Increased demands for breadstuffs from the allies were announced several days ago, when the food administration abolished the needless meal and the porkless Saturday. As the consumption of wheat is closely related to the consumption of meat, and it is deemed more imperative to save the grain.

SCOUTS SELL STAMPS

Boys Will Help Out in Securing Buyers; Use Red Postcard Method.

The Boy Scouts yesterday started on their War Savings Stamps drive and are making a house to house canvass of the city for buyers. The scouts will be in the drive for some time to come and every boy is working hard to win one of the medals offered by the War Department to scouts selling a certain amount of stamps.

The boys are "armed" with red post cards and when they secure a buyer of the stamps, the card is filled out with name and address of the subscriber, signed by the scout and given to the postmaster of the city. Then the mail carriers deliver the stamps, every day, or once a week, just as the buyer wishes, and collect the money. The scouts are given credit for the sales.

DIRECT JUNIOR WORK

S. P. Ashe and R. K. Smith Are Named as Connellsville Territory.

S. P. Ashe, superintendent of the Connellsville schools, and R. K. Smith, supervising principal of the Dunbar township schools, have been appointed associate members of the Junior Red Cross to handle the work being done by that organization through the territory covered by the Connellsville Chapter of the Red Cross.

The two associate members will immediately organize their forces and get the Junior Red Cross work in this section running smoothly. All work done in the schools for the Red Cross will then come under the junior organization.

STILL SUPERINTENDENT

A. E. Halstead Will Handle Supply for Pennsylvania Railroad.

A. E. Halstead, former superintendent of the Connellsville Water company's plant here, who resigned the last of February after 21 years of continuous service with the company, has been made superintendent of the Mountain Water Supply company, which is controlled by the Pennsylvania railroad.

Mr. Halstead's headquarters will be at Greensburg and he will be in charge of the water supply on the Altoona division.

Sinclair Again Candidate.

Duncan Sinclair of Brownsville has announced his candidacy for re-election to the state assembly from the Second Fayette county district.

Advertise in The Weekly Courier.

RAISE POULTRY OR HELP THE GERMANS WIN THE VICTORY

Is the Warning of County War Poultry Commissioner Endsley.

WE MUST HAVE MORE FOOD

To Feed Ourselves, Our Allies and Our Own Soldiers; Increased Production of Eggs and Chickens Something Everybody Can Take Part In.

E. E. Endsley, war poultry commissioner for Fayette county, has issued another call to the people of the county, whether regular poultry raisers or not, to do their utmost to increase the production of eggs and chickens during the coming summer. Of the necessity for this form of productive activity Mr. Endsley says:

"The American people will soon be compelled to choose either increased production of food or German victory. Let the American people take warning from the fate of Belgium. That little country was a prosperous and peace loving nation; today it is a real hell on earth. Why? German victory, and German victory means the same fate for the Allies."

"We know not how long this war will last, and yet we feel confident that victory will be ours. God stands on the side of justice and liberty, and the Allies are fighting for a world peace and liberty. Thousands of American soldiers are in France, and thousands are yet to go. They have left their friends and homes and are willing to sacrifice their lives for the cause of democracy. Our country is seriously short of food supplies. If we fail to supply food, democracy is lost and German victory is assured. We have been requested by our government to produce something in the food line. War gardens will be of great benefit to the American people. Are you preparing to plant a war garden? If not why not?"

"If you have no room for a war garden, you surely can find room for a few chickens. Poultry meat is one of the food supplies the government is asking to be increased. A greater supply of eggs and poultry is badly needed. It matters not if you only keep six or a dozen hens. Do your very best with what you have by hatching all the chicks you possibly can. Each and every pound of poultry you produce means a saving to you as well as to our government. Even the child can help in this work. Start your boys and girls with a few chickens. Give them all they can make from a few chickens. If you do this we venture to say that this coming fall will see one of the greatest increases in poultry that America has ever known."

"Your duty lies before you. Which are you going to help the food supply or German victory? Food shortage has come to the point where we are bound to choose one or the other. By the end of seven months from now we will know which side the American people have chosen. Let us hope there will not be a single man, woman or child who has not made a special effort to produce a food of some kind. If you can only produce something for your own table that means saving our present food supply and a help to the government. Don't depend on someone else to produce what you eat. Raise something for your own table. Cultivate a garden or raise poultry. Don't be classed as a slacker."

Young Goldsmith earned a corporal's chevrons several months ago and was assigned to duty in the ordnance department. He likes the work, is enjoying good health and finds leisure from time to time to make a new collection of photos of himself to enclose with his interesting letters to friends at home.

DIL FOSSELMAN RECEIVES COMMISSION AND ORDERS.

Dr. Donald C. Fosselman, son of Mr. and Mrs. John J. Fosselman, of Cedar avenue, last night received his commission as first lieutenant in the Medical Officers Reserve Corps together with orders to report for duty at Fort Oglethorpe, Ga., not later than next Monday. Dr. Fosselman has recently been serving as company physician at the Wilkes plant of the Pittsburgh Coal Company. He left Friday for Fort Oglethorpe. Dr. Fosselman is the 11th Connellsville physician to enter the service.

HONORABLY DISCHARGED FROM CAMP LEE

Davy Jones, one of the Brownsville boys sent to Camp Lee, arrived home Wednesday with an honorable discharge from the commandant at Camp Lee. Physical disability was the cause for the discharge. Davy was very anxious to remain in camp.

CHARLES W. NEWCOMER AT LEAGUE ISLAND NAVY YARD

Charles W. Newcomer, son of William C. Newcomer, of East Connellsville, who enlisted in the Navy at the Pittsburgh recruiting station some time ago, is now on duty at the League Island Navy Yard, Philadelphia, as first-class fireman. This is the second enlistment in the naval service, he having previously served a term of four years.

MILITARY MASS CENSUAL SPECTACLE AT CAMP LEE

A spectacle rare in the history of the United States was witnessed by the soldiers at Camp Lee on Washington's birthday. This was a military mass, of the impressiveness of which David Cunningham has written to his sister, Miss Elizabeth Cunningham of Vine street.

"It was big," said the writer. "Bishop O'Connell, of Richmond, preached a wonderful sermon. The singing was by soldiers from the camp. The guard formed in a circle about the altar, the members carrying their rifles with bayonets fixed and keeping their hands on during the mass."

With you could have been here to see the service. A large number of people, including ladies, came out from Richmond to attend the mass.

"Everything is just the same in camp. I am feeling fine and drilling harder every day. It looks like we will be here for a while, at least I think the non-commissioned officers will. They are transferring men to other points every day; about 3,000 went last week."

"Say hello to the neighbors for me."

EARL RUSSELL REPORTS: "I AM QUITE WELL"

An official "American Expeditionary Forces Field Service Post Card" has been received at The Courier office from Earl K. Russell, Company C, 15th Engineers, by which he reports: "I am quite well; letter follows at first opportunity."

Sinclair Again Candidate.

Duncan Sinclair of Brownsville has announced his candidacy for re-election to the state assembly from the Second Fayette county district.

Advertise in The Weekly Courier.

OLD DUNBAR'S TRADITIONS WILL BE UPHELD IN BATTLE

LIEUTENANT SMITHLEY WRITES

The traditions of Dunbar will be upheld on the western front in France, says Lieutenant James O. Smithley of Battery K, Eighth Regiment, C. A. Brigade, of General Pershing's forces, writing to his friend, John L. Koffer of Koffer's station, near Dunbar. His letter, descriptive in the beginning, reads:

"Somewhere on the French Front: 'Paint streaks of light across the eastern horizon broken the approach of dawn. The rising sun dispels the mist and shines forth in splendor upon the earth and lo, the day is here. The southern winds, faintly touched with the glorious warmth of the Mediterranean coast, drift across France's battlefields and bring memories that we are always prone to forget—our old home town and friends across the sea. So, I am thus taking advantage of my sentiments and sending a line or so to my friends in the old home town of Dunbar, and may I say that during this struggle of right against might that democracy may live that Dunbar will uphold her traditions and give her quota of men in the cause of justice and freedom."

"I enjoyed spending a vacation, a part of my three months leave of absence, in Dunbar just a little over a year ago, and I always considered it one of my pleasures to have one of your local papers come each week to my residence at Old Point, Va. Now I should like to assume a 'beggar's liberty,' and request that if it were possible that you have The Courier sent each month to this quiet little part of the world. I would appreciate your kindness very much."

"Extend my compliments to all my friends in and around Dunbar and tell them Dunbar is represented by one boy on the French front, so far."

Lieutenant Smithley is the son of Veteran and Mrs. L. L. Smithley of Irishmoun mountain, in Dunbar township, and was reared there. He is the young man L. L. Smithley was talking to The Courier about some months ago when he stated that though he was past 70 he would like to enlist and go to France to see his son. The young man is well known here and visited in Dunbar for a month last summer having with him his bride, a Virginia girl, whom he was stationed at Old Point Comfort before he was sent over.

WELL KNOWN CONNELLSVILLE BOY AT CAMP LEE

Among the many Connellsville boys at Camp Lee who have gained advancement because of the fitness for special duties or rapid progress they have made in learning the rudiments of soldiering none is better known than Oliver Goldsmith, a son of Henry Goldsmith, one of the substantial business men of the city.

Young Goldsmith earned a corporal's chevrons several months ago and was assigned to duty in the ordnance department. He likes the work, is enjoying good health and finds leisure from time to time to make a new collection of photos of himself to enclose with his interesting letters to friends at home.

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DEVELOP OUR WATER POWER TO SAVE COAL AND OIL RESOURCES

the Plan to Congress By Secretaries Baker, Lane and Houston.

UNPRECEDENTED DEMANDS

Are Being Made Upon the Electric Industry Make Protection of Water Power of the Country and Rights of the Public and Capital a Necessity.

Secretary of War Baker, Secretary of the Interior and Secretary of Agriculture Houston have united in a plan to Congress to enact more adequate legislation for the protection and utilization of the water power of the country. In a joint statement the secretaries say:

"The industrial expansion which has been necessary in order to produce the materials and equipment needed in the prosecution of the war has placed unprecedented demands upon the electric power industry, to such an extent in fact that the output of commercial central stations has increased more than 60 per cent since 1914. This increase has been greatest in the manufacturing sections of the east where water-power development is comparatively limited, and has been chiefly in the form of steam-generated power, because steam power can be developed more quickly and at less capital cost than water power. This increase in power output has taken place notwithstanding advances in costs of construction and of operation."

"While the form of bill which has been presented for your consideration is directly concerned with water-power development only, an adequate solution of this problem will have a favorable and stabilizing effect upon the whole power industry. Probably no considerable increase in new water-power development can be expected immediately, but legislation is urgently needed in order to put existing water-power developments, which have been made under inadequate law, into a position of security which will enable them to make extensions and to meet maturing obligations upon favorable terms."

"There is also need of legislation in order that time may be given to prepare for the developments that must take place after the close of the war, if the United States is to maintain its proper place in world trade, or even to supply its domestic needs. A survey of our water-power resources is needed, particularly with relation to specific districts and specific industries. The various establishments of the federal government which have had to do with the administration of water power should be coordinated through a single agency, and as far as practicable all agencies, federal, state, and private should be brought into cooperation. It is urgently recommended that a federal power commission be established as provided in the proposed bill, and be given ample authority to undertake this work of preliminary investigations."

"Beyond the need of power development as such is the need of increasing the proportion of water power in order to reduce the drain on our coal and petroleum supplies, particularly the latter. Even if the coal supply were unlimited, the reduction in the demands upon labor and transportation equipment would be sufficient reason for substituting water power for steam whenever possible. The petroleum supply, particularly in the west, where the greatest proportion is used for fuel, is being rapidly depleted, consumption has exceeded production and stocks in storage are fast disappearing. With the substitution of water power for steam power in central stations and with the electrification of railroads, a large part of the use of petroleum for fuel could be eliminated."

"Water-power legislation should have in view not only the maintenance of the rights of the public in the national resources, but also the adequate protection of private capital by which such resources are developed."

CONDITIONS AT CONWAY

Still One of the Causes of Slow Coal Movement.

Conditions at the Conway yards of the Pennsylvania railroad are slowly improving but just what the difficulties have been at that point become plain from the report of the Interstate Commerce inspectors for February 23, as follows:

"At 5:30 a. m. there were on hand 3,349 cars for movement, 419 cars of company coal, 108 cars of slag and 1,508 bad-order cars. During the 24-hour period three crews were held out of the yard on account of no room in the receiving yard. At 5:30 a. m. there were 65 trains ready with no engines available, but at 10:30 a. m. the situation had improved somewhat, there being 20 engines at Conway at that time."

For the middle division inspectors reported: "During the 24-hour period the total number of cars delivered was 4,649 and the total received 4,714; there were 10,772 cars left over for movement to connecting divisions. During the period there were seven engine failures on the line. At the end of the period 702 cars were stored outside of terminals on main running tracks."

President Gray Resigns.

In order to devote his time exclusively to his duties as director of the division of transportation under Director General of Railroads McAdoo, Cary R. Gray, has tendered his resignation as president, chairman and director of the Western Maryland railroad and as chairman and director of the Wheeling & Lake Erie railroad.

MUST LOAD CLEAN COAL OR SELL 50C UNDER FIXED PRICE

Continued from Page One.

tration, mines inspected, the condition of the coal as loaded, methods being employed to prepare and clean the product; whether or not the product being shipped to market is, in his judgment, a well-prepared and merchantable product. All reports of inspectors shall be made in quadruplicate, one to be forwarded by mail to the Fuel Administration, Department of Inspection, at Washington, D. C.; one to the district representative; one to the operator; and one to be retained by the inspector for his personal files.

Inspectors are authorized to condemn at the mines any coal loaded in railroad cars, which in their judgment, is not properly prepared, and any inspector finding unmerchantable coal shall immediately notify the district representative and the operator by wire or in person and in writing, giving the car numbers and initials of any and all cars so rejected, and stating the facts on which such action was based. A copy of such notice shall be immediately mailed to the Fuel Administration, Department of Inspection, and to the district representative. If the district representative approves the inspection report, he shall so notify the operator at once, in which case, unless the operator unloads and reprepares the rejected coal, the consignee shall be permitted to deduct 50 cents per ton from the authorized price of the grade of coal with which the car is loaded, provided, however, the consignee after examining the coal may at his option pay and the operator may receive the full authorized price. Each invoice covering the sale of condemned coal shall bear the following notation: "This reduced price is fixed by the Fuel Administration as a penalty for improper preparation." The operator shall thereupon immediately report to the Fuel Administration, Department of Inspection, at Washington, and to the district representative the disposition made by him of said car or cars of coal, and shall accompany his reports with a copy of the invoice.

The district representative, where repeated violation of this regulation has taken place, or in flagrant cases, shall require a special written report from the operator, which report shall be transmitted by said district representative to Washington with his conclusions thereon, all of which is subject to review by the Fuel Administrator.

This order or regulation shall not operate to change the terms, conditions, or validity of existing contracts, but new contracts shall be made subject to this order.

TWO KILLED, THREE INJURED IN CRASH AT DICKERSON RUN

Cars Run Away and Collide With Slag Dump; Dead Men Caught in Box Car.

Two men were killed and three were injured this morning at Dickerson Run, when two cars of the Pittsburgh & Lake Erie railroad ran away, colliding with a slag dump. All the men were Italian laborers and the two who were killed were in a box car.

The dead men were removed to the funeral home of J. H. Edwards' establishment at Vanderbilt and prepared for burial.

The injured men were admitted to the Cottage State hospital where it was stated that their injuries are not serious. They are Eugene Thomas, 49 years old of Vanderbilt, suffering from a scalp wound and bruises; Filippo Gratosi, 40 years old, of Vanderbilt, has bruises and contusions of the body; Pasquale Disanti has bruises and contusions of the back and legs.

OHIO'S COAL RESERVE

Estimated to be 86,000,000,000 Tons by Experts of Geological Survey.

The Buckeye State is still a large storehouse of coal, despite the 700,000,000 tons that has been mined. Those who are interested in obtaining a general idea of the coal fields and coal resources of the United States will find interesting reading in Professional Paper 190-B, which has just been issued by the United States Geological Survey. This paper contains a description of the coal fields of Ohio, prepared by J. A. Bownocker, state geologist, and a computation of the original tonnage of coal in the state before mining began, by F. R. Clark. It is the second part of a large report, which is intended to treat of all the coal fields of this country, exclusive of Alaska.

Ohio is one of the great coal-producing states, standing fourth in the list, with over 22,000,000 tons in credit in 1915, and also fourth in order in the total number of tons produced since mining began. Since 1898 there have been mined in Ohio more than 700,000,000 tons of coal. This looks like an extremely large amount, but at the present rate of consumption, it would last the United States only a little more than a year.

Professor Bownocker describes the beds of coal that have produced this large amount, together with beds not yet mined. Altogether the coal beds of the state are capable of producing probably 86,000,000,000 tons in the future when the demand will be so great that even impure coals and thin beds will be worked.

Coal Output in Canada.

The production of coal in 1917 in Canada was slightly less than in 1916, the estimate being 13,000,000 tons, as against 14,482,395 tons for the previous year.

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.		ORIGINATING DISTRICT	
Rate per Gross Ton of 2,240 lbs.		Connellsville	Wilmington
Baltimore, Md.	\$2.15	\$2.00	\$1.85
Chester, Pa.	2.15	1.85	1.70
Harrisburg, Pa.	1.85	1.70	1.55
Johnstown, Pa.	.85	.70	.55
Lebanon, Pa. P. R. R. and P. & R.	1.85	1.70	1.55
Lebanon, N. Y. (Hklyo)	1.45	1.30	1.15
New York, N. Y. (Hklyo)	1.80	1.65	1.50
Philadelphia	2.15	2.00	1.85
Scranton, Pa.	1.15	1.00	.85
Steelton, Pa.	1.85	1.70	1.55
South Bethlehem, Pa.	1.25	1.10	.95
Syracuse, N. Y.	2.20	2.05	1.90

TO ATLANTIC PORTS via P. R. R.		ORIGINATING DISTRICT	
Rate per Gross Ton of 2,240 lbs.		Connellsville	Wilmington
Greenwich, local	1.50	1.35	1.20
Greenwich, export	1.70	1.55	1.40
South Amboy, F. O. B.	2.05	1.90	1.75
Harrisburg Cove	2.10	1.95	1.80
Greenville	1.10	1.00	.90
Canton, Balto. local	1.90	1.75	1.60
Canton, Balto. export	1.45	1.30	1.15

The rate from the Fairmont District to Johnstown is the Monongahela Railway to state line, and below state line to Fairmont, 96c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Rutledge; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

TO WESTERN PORTS.		ORIGINATING DISTRICT	
Rate per Net Ton of 2,000 lbs.		Upper	Lower
Canton, O.	\$1.10	\$1.20	\$1.25
Chicago, Ill.	1.05	1.15	1.20
Cleveland, O.	1.15	1.25	1.30
Columbus, O.	1.15	1.25	1.30
Detroit, Mich.	1.40	1.50	1.55
Indiana Harbor, Ind.	1.05	1.15	1.20
Toledo, O.	1.15	1.25	1.30
Youngstown, O.	.85	.95	1.00
Lake Ports	.85	1.05	1.05

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Rutledge; south to and including Brownsville and Brantford on the Pittsburgh, Virginia & Charleston railroad; eastward to Duquesne on the Baltimore & Ohio railroad; and eastward to Dickerson Run and southward to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Rutledge; on the Pittsburgh, Virginia & Charleston except Brantford and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



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WEST VIRGINIA MINING NEWS

CHARLESTON, WEST VIRGINIA.

DEATH ROBS FORMER B. & O. OFFICIAL OF HONORS IN FRANCE

Trainmaster T. E. Jamieson, Commissioned Captain Recently, Dies Suddenly of Heart Disease.

Soon after receiving an order to leave for France, Thomas E. Jamieson, trainmaster for the Baltimore & Ohio railroad at Garrett, Ind., formerly in the service of the company in Connellsville, was stricken very suddenly with heart trouble and died soon after midnight Friday. The body was shipped to Wheeling, W. Va., and removed to the home of Mr. Jamieson's mother-in-law, Mrs. B. M. List, from which the funeral will be held. Interment in Wheeling.

Mr. Jamieson was commissioned a captain and would have become superintendent of a railroad in France, used by General Pershing's forces. He expected to leave about April 1. He was 43 years old and was a native of Cumberland. He was a son of W. E. Jamieson, of Cumberland, who for years has been an engineer on the Cumberland accommodation. He had been in the service of the Baltimore & Ohio railroad for a number of years and is well known in railroad circles on the Connellsville, Pittsburgh and other division of the railroad. He came to Connellsville from Wheeling, W. Va., to become yard master here.

Later he was made assistant trainmaster and soon afterwards was promoted to trainmaster. He was located in Connellsville for about 10 years. From Connellsville Mr. Jamieson went to New Castle as superintendent and afterwards was made trainmaster at Garrett, Ind. Mr. Jamieson married Miss Sidney List of Wheeling, W. Va. In addition to his widow he is survived by his father, one sister, Mrs. Ralph M. Luman of Tiffin, O., and one brother, H. B. Jamieson, of Cumberland.

Owners Must Guard Plants.

War industries and other manufacturing plants virtually have been warned by Secretary of War Baker that they will be compelled to protect their properties. Troops, the war secretary announces, cannot be spared from their war training for police purposes.

Subscribe for The Weekly Courier, \$2.00 a year in advance.

SALE OF COUNTY COAL AT \$5,000 ACRE CONTESTED

Public Hearing in Court Develop That There Are Offers of \$6,000 or More.

Proposed sale of 100 acres of coal underlying the county poor farm by the former board of poor directors during the term in office to George Whyel for \$5,000 per acre, payable when mined, met with a storm of opposition at the public hearing held Saturday afternoon in the larger court room before Judges J. Q. Van Swearingen and E. H. Reppert. Protesters were filed by William H. Rankin and Andrew Glover, present members of the poor board, by County Controller Harry Klager and the county commissioners and arguments were made to the court by their counsel in support of their protests. Supporting the protest filed by Poor Directors Rankin and Glover were the signatures of about thirty representative taxpayers of the county.

The culminating feature of the hearing was the submission of two bids for the coal underlying the poor farm at a price considerably higher than the \$5,000 an acre in the agreement between Mr. Whyel and the former poor board. Attorney D. W. Henderson informed the court that responsible men whom he represented would pay \$6,000 per acre for the coal under the same conditions of the Whyel agreement, and Attorney Linn V. Phillips made a similar offer for clients. Both attorneys intimated that the coal could be sold for a still higher figure if public bids were taken.

BANNER YEAR IN LAKE COAL.

Tonnage Movement Last Year Was the Heaviest in History of Trade.

Shipments of bituminous coal from Lake Erie ports up the Great Lakes in 1917 totaled 26,823,756 tons, according to the official statement of the Lake Erie Bituminous Coal exchange, Cleveland, which has just been issued.

This marks last season as the banner one in the history of the lake coal trade and compares with 24,092,936 tons in 1916 and 21,507,374 tons in 1915.

If you have coal land for sale advertise it in The Weekly Courier.

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MORE EFFICIENT CAR LOADING HAD EFFECT OF INCREASING SUPPLY

P. R. R. Saved 73,562 Cars by Its New Loading Rules During the Month of December Alone.

As a result of the campaign to make freight cars do more work, the use of 73,562 cars was saved on the Pennsylvania railroad east of Pittsburgh and Erie in the month of December, 1917, by more efficient loading. This is shown in reports which have just been compiled for every division.

The average load carried by each freight car on the Pennsylvania railroad's eastern lines in December, 1917, was 37.23 tons as compared with 31.70 tons in the corresponding month of the previous year, or an increase of 54 tons per car.

Efforts to increase car loading on the Pennsylvania railroad have been carried on for many years, but have been conducted in a systematic way since the early part of 1916, when this work was placed in charge of a special department under the jurisdiction of the superintendent of stations and transfers.

In 1915 the average load carried per car was less than 29 tons. The increase since that time has amounted to more than eight tons per car or approximately 30 per cent. As there are 164,000 freight cars on the Pennsylvania railroad east of Pittsburgh and Erie, this increase in the average loading has been equivalent to the addition of 49,000 cars to the equipment available for the service of the public.

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Oliver & Snyder Steel Co., Plants 1, 2 and 3..... 1,108	Cascade Coal & Coke Co., Tyler and Sykesville Wks. 600
Audley Coal & Coke Co., Plants 2 and 3..... 420	H. C. Frick Coke Co., Yorktown, Shofar and Blinn 1,000
Colonial Coke Company, Smock..... 100	Struthers Coal & Coke Co., Fairbank Works..... 180

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